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No. 25,896

HONG KONG, THURSDAY, JUNE 14, 1928. PRICE, \$3.00 Per Month.

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ON TENTERHOOKS.

FENG'S SINISTER INFLUENCE.

PEKING PERTURBED.

Shansi Faction and the Threat to Manchuria.

CHEFOO NOW A "NATIONALIST" PORT.

The sinister influence of Feng Yu-hsiang, the "Christian General," is still the major topic of discussion in Peking. Will the Shansi branch of the Nationalists oppose him? That remains to be seen. At present, however, the latter are grabbing all the posts to which income and power are attributes, and they are co-operating with General Pei Chung-hsi, one of the big four of the Kwangsi group and a close friend of Canton.

There is another question. Will the Shansi branch and their new friends invade Manchuria? And if they do, what Japan's attitude will be?

Meanwhile, the Shansi-ites are gaining in popularity while no progress is being made between the Diplomatic Body and the commander of "Christian General's" vanguard in regard to the breach of faith.

Chefoo, an important Treaty port in North China, has become "Nationalist" at last.

GRABBING THE POST.

Peking, To-day. General Yen Hsi-shan (commander-in-chief of the Shansi allies of the Nationalists) formally called on the Legations in his capacity as commander of the garrison in Peking. The members of the Legations are returning the call to-morrow.

The Shansi troops have hitherto won good opinions from the Peking populace for their excellent behaviour.

Since General Yen Hsi-shan's arrival, martial law has been partially lifted and the city is very quiet.—Reuter.

WILL THEY AGREE?

Revenue and Power for Yen Hsi-shan.

Peking, To-day. There is some comment here on the fact that General Yen Hsi-shan has appointed his own nominees to all important posts in North China, including those of:

Commissioner of Foreign Affairs,
Commissioner of Defence,
Superintendent of Customs, Tientsin,
Salt Commissioner at Chang-lu.

Without waiting for orders from the Nationalist Government at Nanking before doing so.

In this connection, there is some doubt as to whether Feng Yu-hsiang (the "Christian General") will agree.

The immediate future. There is much speculation also as to whether the visit to Peking of General Pei Chung-hsi from Hankow, indicates a new alignment wherein General Yen Hsi-shan and General Pei Chung-hsi will oppose the "Christian General," or whether it is the intention of the Hankow faction to participate in an invasion of Manchuria. There is also considerable anxiety as to what would be the attitude of Japan, in view of her recent declarations, if such an invasion was attempted.

While the Nanking Government has briefly replied to the first Note of the Diplomatic Corps of June 9, stating that commanders at the front have been instructed to investigate the Pao Yu-lin affair and to afford protection to his troops, no reply has yet been received to the second and much more strongly worded Note.—Reuter.

A British Naval wireless message states that General Pei Chung-hsi has moved his troops from Hankow to north of the Yellow River, with Peking as the final objective.

One of the Northern army corps at Tientsin has surrendered to the "Christian General," adds the report.

The Northern troops, who evacuated Tientsin are now withdrawing along the railway to Luli.

ANOTHER PORT FALLS.

Chefoo Holds Nationalist Flag to Save Trouble.

Chefoo, To-day. As the result of a conference last night between merchants and the local military authorities, it was decided in the interests of all

"ANGEL OF LIGHT."

Didn't Care If Husband Knew!

WOMEN UP-TO-DATE.

Local Solicitor on Requirements of Fashion.

"Angel of light" was the description used by Mr. C. A. S. Russ, in the Summary Court this morning, in referring to a young Chinese lady when he had subpoenaed to give evidence and then accused of being a hostile witness. The following dialogue took place at one stage of the proceedings:—

Mr. Russ: Did your husband know about your getting goods on credit (and the transactions in that connection)?

Witness: No.

Mr. Russ: He knows it now, all right.

Witness: Let him know it.

"Another observation by Mr. Russ was: I suppose 'when the ship comes home' (the account) will be paid.

What the Blame is For.

"You acted like an angel of light, helping someone else out of the Sun Wah's goods."

There was a lively discussion about women's fashions and the quantity of material required for a dress.

Plaintiffs were the Sun Wah Co., Ltd. (in liquidation), a former department store in Des Voeux-road Central, who sued Mr. P. See-yuan, principal of A. Subston, preserved (medicated) plum manufacturers, of Des Voeux-road Central, for \$804.97 being balance of goods supplied to the defendant's wife.

Mr. Russ was for the plaintiffs and Mr. F. X. d'Almada for defendant.

Mr. d'Almada Apologises.

At the outset, Mr. Russ contended that the goods supplied to defendant's wife were necessary according to the style in which her family lived, that the materials suited one of her position in the world.

The Sun Wah Co.'s liquidator was called to prove the claim. He turned out to be a very elusive witness and was pressed both by Mr. Justice Jacks (Puisne Judge) and Mr. d'Almada to give a direct answer in cross-examination.

Then there occurred an episode when, through a misunderstanding, Mr. d'Almada complained to His Lordship that one of Mr. Russ's clerks had left the Court to converse with a witness. When an explanation was given, Mr. d'Almada apologised.

Per Year and Per Dress.

The liquidator, who is a typical Chinese business man, was asked to express an opinion as to what amount his wife needed for clothes. He replied, on an average, that \$400 to \$500 a year ought to suffice, but sometimes a lady easily spent \$1,000 a year.

He agreed with Mr. d'Almada that women's fashions had altered considerably during the last five years "because women were more up-to-date."

Mr. d'Almada: Formerly a dress would need 5 to 10 yards of material.—No, 6 to 7 yards. And, nowadays, not more than 2 or 3 yards.—No, 3 or 4 yards.

Witness admitted that items of 12, 13 and 83 yards in the account were unusual.

"We Are Economical." Another statement by the liquidator was: "If the lady was rich I would not consider \$700 (on clothes) in two months' extravagance. Sometimes a lady gave an order for thousands of dollars at one time, intending to buy for a whole year, especially if she had many children."

One of the replies given by defendant's wife to Mr. Russ (who had subpoenaed her) was: "My husband is not anxious that I should be well dressed. We are very economical."

She explained that she only got the credit, without her husband's knowledge, but with the consent and knowledge of the plaintiffs, for a third party. This third party was the mistress of a firm exporting goods to San Francisco, which promised to pay as soon as the ship returned.

For Love or Honour? On hearing this Mr. Russ asked if the ship had sunk. The lady retorted that the ship had not sunk but the firm had become bankrupt.

"Did you do it for love or honour?" Mr. Russ challenged. At this stage Mr. Russ asked

SAVIDGE CASE.

Closing Day of Inquiry.

POLICE DIARIES.

Canada's Statements in Winding-Up.

London, Yesterday.

The closing day of the Savidge Inquiry opened with a surprise. Commissioner Lees Smith, who had previously requested the production of the police diaries, read extracts from the diary of Sergeant Chambers (New Southgate Police Station) which included the entry "discreet enquiries" re Irene Savidge, showing that the Police were making enquiries into the characters of the parties concerned up to the sitting of the Tribunal.

Chambers, recalled, was questioned thereon and said that his instructions came from In-

"SOME RAIN."

N.E. or variable winds, moderate, fine at first, some rain later, is the official weather forecast until noon to-morrow.

Pressure is highest between the Bonins and Guam. The depression is central over the Sea of Japan and the trough extends from Tongking to the East of the Bashi Channel.

spector Humphries and Superintendent Nicholls of Scotland Yard.

"Struck at the State."

Counsel then spoke. Mr. Norman Birrell, K.C., submitted that the case against the police had signally failed. He said that a blow struck at the police was a blow struck at the whole fabric of the State.

"Absolutely Intolerable." Sir P. Hastings declared that a system which permitted an examination like Miss Savidge's was absolutely intolerable.

The method whereby she was brought to Scotland Yard was an outrage. He invited the Tribunal to say that Miss Savidge's story was a "true account of an episode in her life which, unfortunately, for her was now turned into a great public advantage."—Reuter.

SIR SHOU-SUN CHOW.

A HOLIDAY IN JAVA.

SLIGHT INDISPOSITION.

Sir Shou-sun Chow left for Java on a holiday by the s.s. "Tjikarang" yesterday. He is ex-



pected to be away for a month. Sir Shou-sun Chow has been slightly indisposed of late and it is hoped that the trip will restore him to normal health.

if he could treat the lady as a hostile witness.

His Lordship observed: "She is your witness, Mr. Russ. You called her. I don't think she is hostile although she is not very helpful to you." (Laughter).

Then, followed the remarks quoted at the beginning of this report.

Judgment was given for the defendant with costs.

PRAYER BOOK.

Again Before the Commons.

FOR AND AGAINST.

New Solicitor-General introduces Measure in Fine Speech.

London, Yesterday.

The galleries of the House of Commons were crowded to-day, when Sir Boyd Merriam, Solicitor-General, introduced the revised Prayer Book measure.

The Archbishop of Canterbury and York and several bishops were in the Peers' gallery. Sir Boyd Merriam emphasised that the two vital matters in regard to the revised Prayer Book were "discipline in the Church" and the "underlying doctrines of the new book." He declared that it was possible to give undue weight to certain extravagance within the Church of England in proportion to the general body of loyal servants faithfully doing their duty. The Prayer Book was not designed to legalise these illegalities.

Church Discipline.

In regard to church discipline, Sir Boyd Merriam asked what chance would there be if the measure were rejected of retaining loyal clergy who had already been adopting ceremonies which were permitted in the book and which were so permitted with the knowledge that behind them was an overwhelming majority of bishops and of clergy? And if the measure were rejected how could bishops possibly demand that those who were exceeding the proposed limits should come within those limits. He submitted that on the grounds of restoration of discipline there was an overwhelming case for the passing of the measure. He further contended that the book maintained the protestant character of the Church of England and that additions or amendments, which had been instituted, made that position abundantly clear.

The Sacrament.

Defending the reservation of the sacrament, Sir Boyd Merriam reminded the House of those fathers to whom the army owed so much during the war. Those fathers, who had never practised the reservation before, reserved the sacrament which had been consecrated in battery or battalion headquarters and carried it under their gas helmet into the front line trenches or gunpits and there administered it to men who were in greater peril than those who were in hospital. Are these men, he asked, rightly going to give up a practice which has such sacred associations for them and of which they have realised spiritual benefit?

Opposition.

Sir Samuel Roberts (Conservative) opposed the motion and argued that the new Prayer Book would put back any chance of reunion with the great non-conformist churches of the country. He declared that the belief in the real presence, which was indicated in the book, was not Protestant religion.

Comdr. Kenworthy's Views. Commander Kenworthy (Labour) said the Church of England was a Catholic as well as a Protestant church and it had to be a comprehensive church and to open its arms and receive all those brethren and priests who had accepted this compromise for the sake of peace. For the sake of ultimate peace, which would enable the Church to get on with its work, social as well as religious compromise was justified. — British Wireless Service.

Leading Protagonists' Speeches.

London, Yesterday. Minor speakers expatiated for several hours for and against the Prayer Book. The leading protagonists are reserving their statements.

Further Details.

The House of Commons was well-filled for the two days' debate on the motion in favour of presenting the new Prayer Book Measure to H.M. the King for the royal assent.

The vote will be free and on non-party lines.

Sir Boyd Merriam (Solicitor-General), in his private capacity, moved the motion in support of the measure. He contended that the revised Prayer Book maintained the protestant character of the Church of England, and he strongly objected to the

PIRATES CHASED.

What the Pakkai Troops Are Doing.

OVER TWENTY CAPTURED.

Flood on River Allows Gunboats to Participate.

Pakkai, Kongmoon, Yesterday.

Units of the 4th Nationalist Army (the commander of which is General Chan Chai-tong) raided Siukong, near the Gaemoon Channel, where they captured over twenty pirates and over sixty persons who had been held captive for ransom.

In fact, nearly all the 4th army troops sent here are now chasing pirates up-country. Owing to the summer floods, the bigger river gunboats of the Canton Navy have been able to join in the hunt, going up to notorious places like Maning for the purpose.

Only one battalion remains in the garrison at Kongmoon, which is supported by the volunteers. Pakkai, the port of Kongmoon, is protected only by volunteers.

Anti-Japan Activity.

Anti-Japanese activities are spreading, but this does not mean that anti-Japanese feeling is spreading. No organisation of importance has been formed. Some clans, however, threaten members that if they deal with Japanese their names will be expunged from the ancestral records. These clans are trusting to teachers supervising students, employers supervising employees, etc., in refraining from the purchase or use of Japanese products.

Mr. See-To Fay, the Mayor of Kongmoon, is ready to hand his seals to a successor. Rumour has been busy with the name of Mr. Fung Pak-lau, a Hong Kong merchant, who rendered yeoman service during the fortnight in which he officiated while Canton was in the hands of the Communists. There seems little chance that he will be appointed as it is said that when he went to interview General Chan Chai-tong (concurrently military controller of the district), the latter refused to see him.

More Taxes.

The respective directors of the (Washington) Customs Surtaxes, Mr. Tik Nam-keung of Kongmoon, and Mr. Tung Yik-she of Samshui, have exchanged posts.

For a declared period of six months, an additional 20 per cent. surtax will be added to local levies, further to the 10 per cent. collected at present. The new surtax is said to be for charitable projects.

Five motor-buses are running on the road between Kongmoon and Sanwui, the service having previously been suspended for about a month on account of a dispute between the old and new "owners" of the highway.

The flood (West River) at Pakkai has subsided several feet during the last week or so.—Our own correspondent.

"SOUTHERN CROSS."

FLIES OVER THE STREETS OF MELBOURNE.

OIL CO.'S GENEROSITY.

Melbourne, Yesterday. The "Southern Cross," which arrived from Sydney flew over the city, which was packed with excited sightseers; and landed at Essendon Aerodrome.

Before the departure of the "Southern Cross" from America the Vacuum Oil Company advanced to the fliers \$4,500, on the New South Wales Government guaranteeing a similar amount.

The company have now written to Captain Kingsford Smith renouncing all claims to the money.—Reuter.

suggestion that it was designed to legalise illegalities.

He read a letter from the Archbishop of Canterbury reassuring that if the Book were legally sanctioned the bishops would do their utmost to secure obedience to the new rules.

Sir Samuel Roberts moved the rejection of the measure on the ground that it involved an entire change in the character of the Church and would bring not peace but strife and would prevent reunion with the great non-conformist churches.—Reuter.

STABBED TO DEATH.

Girl Kills Manila Policeman.

LOVE TRAGEDY.

Jealousy Believed to be Motive of the Crime.

Manila, Sunday.

Patrolman Celestino Tlongson, 36, of the Meisic police station, was stabbed to death inside a car, No. G-3337, belonging to the Moon Garage while the car was speeding along Calle Magdalena at about 7 o'clock last night by Laura Virrey y Rubio, 19, single, of 154 P. Gomez, Quiapo. Jealousy is believed to be the motive of the crime.

Friends of the deceased stated that Laura Virrey is a paramour of Tlongson and that Tlongson was probably suspected as disloyal by the woman. Hence the stabbing. The attack was apparently a pre-conceived scheme of Laura as the pen knife which was used in the assault belongs to the woman.

At the investigation at the secret service headquarters last night, Laura Virrey declared that Patrolman Tlongson invited her in a garage car which he hired. She contended that once inside the car, Tlongson showed a conduct which, she claimed, was improper. She inflicted the fatal wound in self-defence, she further declared. The pen-knife used, though small, penetrated deep into the left breast. Patrolman Tlongson was immediately rushed in the same fatal car to the Saint Luke's Hospital and died at about one hour later.

Investigation conducted by the "Herald" last night showed that the garage car No. G-3337 was hired by Tlongson from the Moon Garage at 7.05. It picked up Tlongson and the woman at the corner of Calle Ramon and Avenida Rizal a few minutes later. Patrolman Tlongson, it was learned, had for about two months now been living away from his wife, Timotea Esquiverra. The couple, it was also learned, had some trouble and decided to live separately.

Patrolman Tlongson died at the hospital without making any ante-mortem statement. His assassin, Laura Virrey, was held incommunicado at the secret service station last night. Investigation was still going on at press time.

CAUTIOUS DUTCH.

THE FLYING SQUADRON NOT YET TO LEAVE EUROPE.

FURTHER EXPERIMENTS.

Amsterdam, Yesterday.

The Minister of Marine has decided not to carry out this year the proposal to allow three new Dornier Wahl flying boats, destined for the Dutch Indies as a flying squadron, on the ground that such a long journey will be too great a risk of the boats not reaching their destination in good condition. Further experiments will be carried out with the boats over long distances in varying weather conditions after which the desirability of carrying out the flight to the Dutch Indies will be reconsidered in 1929.—Reuter.

GREEK STRIKE.

TOBACCO WORKERS GETTING OUT OF HAND.

COLLISION WITH POLICE.

Athens, Yesterday.

The strike of tobacco workers, which broke out on the 11th inst. is becoming grave and spreading rapidly to all centres. Serious collisions with the police have occurred. One striker was killed and several injured. Eight thousand persons assembled outside Cavalla and attempted to enter the town. Troops used a hose pipe, then rifles, the strikers throwing stones.

Several casualties happened. The violence is attributed to Communists.

The strikers are demanding increased pay and now houses at the merchants' expense and a seven-hour day.—Reuter.

New York, Yesterday. — The stock market rallied at the opening and was up five points at 176, while the opening sales of Steels and General Motors, respectively, 8,700 at 187½ and 4,900 at 179.—Reuter's American Service.

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TO LET.—No. 7, Middle Road, Kowloon, close by Peninsula Hotel. Large furnished and unfurnished rooms without board, large verandahs; private baths, each room with keyser.

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LESSONS IN CHINESE.

MR. LI HON FUN begs to state that he has been a teacher of Chinese to European Officers and Merchants in Hong Kong for more than twenty years, that he has had considerable experience in training students for examinations in Chinese, and holds first-class certificates. Persons wishing to study the Chinese language are requested to communicate with him at No. 104, Praya East, first floor. Terms moderate.

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MISCELLANEOUS

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PUBLIC AUCTION.



PUBLIC AUCTION

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 18th day of June, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land at Shamshuipo in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Acre	Boundary Measurements	Area in Acres	Area in Sq. Feet	Annual Rent	Upset Price
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ON SATURDAY, the 16th June, 1928, at 12 o'clock Noon, at The Man Lee Repair Garage, Percival Street. (for account of the concerned) One 7 H.P. Austin Car—more or less damaged. Terms:—Cash on delivery. LAMMERT BROS. Auctioneers. Hong Kong, June 14, 1928.

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UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH CO., LTD., OF DENMARK.

The following unclaimed telegrams are lying at the office of the Great Northern Telegraph Company (Limited) of Denmark:—Junryu, from Yokohama. Lin Wen-chao, Bank of Taiwan, from Osaka.

Lomera, Asiatic Petroleum Oil, from Shanghai. Lung Sui-tung, from Shanghai. Nellie, from Shanhaikwan. E. V. JESSEN, Superintendent. Hong Kong, 7th June, 1928.

NOTICES.

HONG KONG JOCKEY CLUB.

SUBSCRIPTION GRIFFINS. Season 1928—1929.

MEMBERS are Notified that Lists Now Open for intending subscribers to above, will CLOSE on Saturday, 16th June, 1928.

H. R. FORSYTH, Acting Secretary. Hong Kong, June 13, 1928.

INDO-CHINA STEAM NAVIGATION CO., LTD.

THE FORTY-SEVENTH ORDINARY GENERAL MEETING of the Company will be held at the Offices of the General Managers, Messrs. Jardine, Matheson & Co., Ltd., Pedder Street, Hong Kong, on WEDNESDAY, the 20th June, 1928, at Noon for the purpose of receiving the Report of the Directors, passing the Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th June to 4th July, 1928, both days inclusive.

By Order of the Board, JARDINE, MATHESON & CO., LTD., General Managers. Hong Kong, 29th May, 1928.

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Please phone or call:—K.661—No. 2, Saigon Street, Yaumati or C.2560—No. 36, Tung Man Street.



MARTIN'S PILLS FOR RHEUMATISM AND GOUT.

It is understood, according to the Chinese papers, that of the five per cent. collected from race clubs, 40 per cent. will be devoted to military expenses and the remainder will be expended by the Greater Shanghai Municipality.

It is reported that a certain enthusiast walks about and listens in by means of a miniature wireless set concealed in his hat.—We know many people who talk through theirs.

Every dull emitter has a silver lining.

Bones: What does your radio bring in?

Jones: The instalment collector.—"Radio News."

A leading Paris hotel has installed a loud speaker in each of the bathrooms.

Apart from hearing the broadcasting when indulging in a bath, it is highly appreciated when a key or a latch of the door is missing.

A cynic suggests that it is an attempt to "educate" the bathroom tenant.—"Popular Radio Weekly."

His voice was full of static.

"Oh can't you learn to care?"

Her answer was emphatic:—Baldie, "Get off the air!"

Restful Sleep and Sound Health with:

SANATOGEN

The True Taste Food

NON-STOP RUN.

"FLYING SCOTSMAN'S" 392-MILES LUXURIOUS TRIP.

AMERICAN ADMIRATION.

"All clear, guard," a blast on the whistle, and at 10 a.m. we are off in the famous "Flying Scotsman" to the accompaniment of cheers from the huge crowd which lines No. 10 platform at King's Cross L.N.E.R. Station, London.

Slowly the giant engine pulls out of the station on its first non-stop run of 392 miles in 8 1/4 hours to Edinburgh.

There is a hairdressing saloon on the train, and down the corridor wandered a newsboy selling papers, from the kitchen fitted with electric cookers came an appetising smell, the armchairs in the coaches looked like the lounge of an hotel, and it seemed impossible that we could be rushing through the countryside. But a glance out of the windows soon put that beyond doubt.

A new era in travel had been born. I am no longer a passenger. I am a resident for a day in an hotel on wheels.

At Toller, Driver Pibworth and Fireman Goddard give place to Driver Blades and Fireman Morris, and walk through the special corridor in the tender of the engine.

An American and his wife on their way to Scotland were full of admiration for British railways. "We cannot compare with you in the States," they told us. "This Flying Scotsman is certainly a dinky speedy baby."

At Edinburgh, where we arrived 13 minutes before time, the two drivers and the firemen were presented with sets of pipes by the L.N.E.R.

At the same time as the "Flying Scotsman" left King's Cross for Edinburgh, a sister train left Edinburgh for London. She arrived at King's Cross at 6.13 p.m., two minutes early.—"Daily Mail."

MAYPOLE DAY.

MERRY CUSTOM THAT IS SHROUDED IN MYSTERY.

Maypoles were erected on the greens of many English villages for the traditional May Day celebrations, and the secretary of the Folk Lore Society said to a reporter:—

Though dancing round the maypole is looked forward to by grown-ups and children alike, the origin of the custom is shrouded in mystery. Some people say that the Druids started it when they worshipped their god Bel with songs and dances, while others trace the origin even farther back. Undoubtedly, however, it is a form of nature worship—a welcome to the coming of spring.

Many of the towns most famous for their May Day celebrations held the ceremonies. Knutsford, in Cheshire, was one of these. The celebrations there are famous. The May Queen is taken to the green in a floral chariot drawn by four white horses, and dancing is kept up until a late hour.

It is understood, according to the Chinese papers, that of the five per cent. collected from race clubs, 40 per cent. will be devoted to military expenses and the remainder will be expended by the Greater Shanghai Municipality.

ROYALTY & MAGIC.

THE THREE CARDS AND DAGGERS AT WINDSOR.

ROYAL FAMILY ASTOUNDED.

A member of the Magic Circle, composed of about half a dozen of the cleverest conjurers in the country, talked to an "Evening Standard" representative concerning his impressions of the way the Royal Family received the demonstration given by himself and his fellows in the art at Windsor Castle recently at the command of the King.

He was Mr. Douglas Dexter, of West Hampstead, who gave the trick of the three cards and the daggers, which amused and astounded the audience.

The Royal Party included the King and Queen, the Prince of Wales, the Duke of Gloucester, and Prince George.

Mr. Dexter thus explained this trick:—

"An attendant carries an unbroken pack round the audience, who choose three cards. The cards are then spread out on a table, to which I am led doubly blindfolded. In succession, three daggers are placed in my hand, and as quickly as possible I pierce the cards that have been chosen by the audience."

"The Educated Corpse."

Those representing the Magic Circle were:—Mr. Arthur Ivy, who performed a fascinating "Fashion Plate" trick, where women's dresses were produced from between two soup-plates, wrapped up in a woman's fashion paper;

Mr. Gordon Powell, whose trick was called "The Educated Corpse";

Mr. Douglas Craggs, ventriloquist;

Mr. Ernest Noakes, whose trick, "The Flight of Time," concerned a borrowed watch and three boxes, arranged in a "nest,"

Mr. Herbert Collings, "Wizards, Wit, and a Whistle";

Mr. William Minns (secretary of the Circle), whose "Magic Faces," which were character studies of well-known faces, caused laughter; and

Mr. Douglas Dexter, who gave "Modern Miracles" and "The Elusive Golf Ball," in addition to the three cards and daggers trick. His was the star turn.

RETURN OF "PA WA."

WHITE ELEPHANT'S TOUR.

"Pa Wa," the world-famous white elephant worshipped by Buddhist monks, returned to the East from the English-American tour yesterday, arriving at Calcutta aboard the "Masula." During his short stay in Calcutta, "Pa Wa," which means Mr. White in the Keran language, will stay at the Allipore Zoo. His travelling companion, a dusky female elephant, Moh Ya Aung, who also arrived by the "Masula," will also be accommodated at the Zoo.

The elephant is believed by Buddhist monks to be the reincarnation of Buddha. He was captured by Doctor Po Min in November, 1919, and was taken to the London Zoo early in 1926. After a stay of seven months in England he was taken to America and exhibited in the principal cities, and Canada was also visited.

SHORT WAVES.

Superior Person: I can read a modern novel and listen to radio music at the same time.

She: Really?

Superior Person: Oh, yes; I find that each takes my mind off the other most effectively—"Everybody's Weekly."

It is reported that a certain enthusiast walks about and listens in by means of a miniature wireless set concealed in his hat.—We know many people who talk through theirs.

Every dull emitter has a silver lining.

Bones: What does your radio bring in?

Jones: The instalment collector.—"Radio News."

A leading Paris hotel has installed a loud speaker in each of the bathrooms.

Apart from hearing the broadcasting when indulging in a bath, it is highly appreciated when a key or a latch of the door is missing.

A cynic suggests that it is an attempt to "educate" the bathroom tenant.—"Popular Radio Weekly."

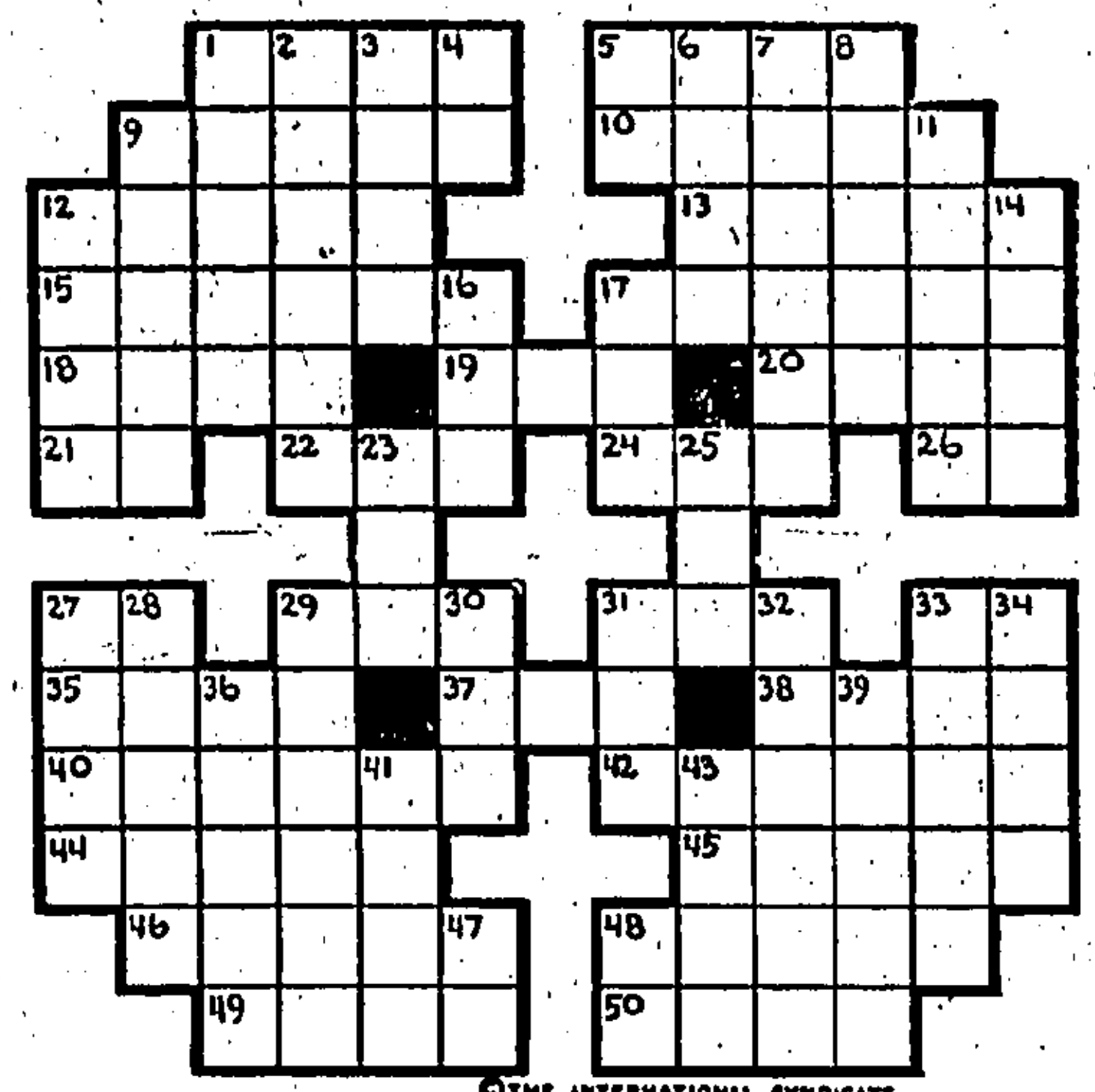
His voice was full of static.

"Oh can't you learn to care?"

Her answer was emphatic:—Baldie, "Get off the air!"

DAILY CROSS-WORD PUZZLE.

(This cross-word puzzle has been made by an expert but our readers are warned to look out for occasional phonetic spellings, such as harbor, plow, and altho.)

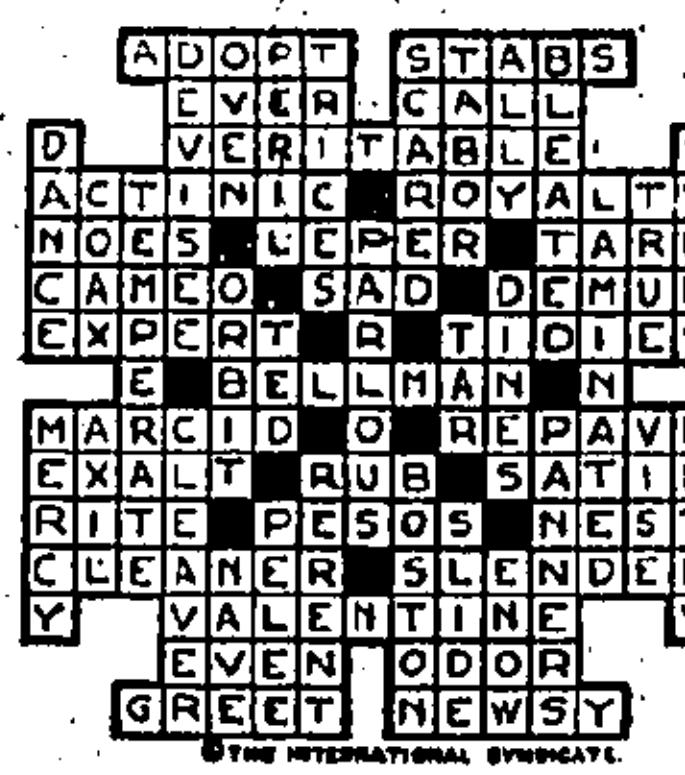


- | | | |
|----------------------------------|------------------------------------|------------------------------------|
| HORIZONTAL | HORIZONTAL (Cont.) | VERTICAL (Cont.) |
| 1—Oppose with boldness | 27—Color | 8—Slow-creeping gastropod |
| 5—Lohan | 28—A repeat (slang) | 9—Harmonize |
| 9—The Pentateuch | 30—Livestock | 11—Was afflicted |
| 10—Goddess of the chase | 32—Abuse | 12—Motion picture |
| 12—Long benches without backs | 34—Civil government | 14—One who staine |
| 13—Sedate | 36—Wanderer | 16—To dry outdoors |
| 15—Cast masses of metal | 38—Percolates | 17—Hider for guide |
| 17—In truth | 40—Levishes extreme fondness upon | 23—Poetical composition |
| 18—Country of N. America (abbr.) | 42—Boxes fitted one inside another | 25—in the past |
| 20—To the sea side | 44—Was in debt | 27—Parts of circle |
| 21—Something written (abbr.) | 46—Look of malice | 29—Fortitude |
| 22—At that place | 48—Country of N. America (abbr.) | 31—Pronoun |
| 24—Bare into | 50—Alter with intent to defraud | 33—Dedicate |
| 26—Bookkeeping abbreviation | 1—Place for assembly of soldiers | 35—Titan who supported the heavens |
| 27—Part of verb "to be" | 3—Throw the line in angling | 37—Utilized |
| 29—Encountered | 4—Exclamation | 39—Discoloration |
| 31—Coal-scuttle | 6—South Atlantic State (abbr.) | 41—Permits |
| 33—Symbol for "gold" | 8—River in Belgium and France | 43—Enough (Poet.) |
| 35—Ascended | 7—Ancient Persian governor | 45—Canonized person (abbr.) |
| | | 47—Swindle |

SUGGESTIONS FOR SOLVING CROSS-WORD PUZZLES
Start out by filling in the words of which you feel reasonably sure. These will give you a clue to other words crossing them, and they in turn will still others. A letter belongs in each white space, words starting at the numbered squares and running either horizontally or vertically or both.

(The solution of the above cross-word puzzle will appear in to-morrow's issue along with a new cross-word puzzle.)

YESTERDAY'S SOLUTION.



HONG KONG HEIGHTS

For the information of visitors the following list of some of the highest points on the Island and Mainland is published:—

Island.	Feet.
Victoria Peak	1823
Signal Station	1774
Mt. Parker	1734
Mountain Lodge	1725
The Eyrie	1725
Peak Hotel	1305
Taifoo Sanatorium	1000
Mt. Davis	877
Bowen Road (filterbeds)	297
Mainland.	Feet.
Taimoshan	3124
Kowloon Peak	1971

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WHAT is the Sum required?
\$40,000

ARE we anywhere near it yet?
No.

YOU have sent in your bit?
No.

DOING it now?
Yes.

ABOUT how much is
IT?

Send it to
REV. J. C. KNIGHT ANST. Y.
15, Ventris Road.

or to
MR. W. H. SMITH
Sailors' and Soldiers' Home
Arsenal Street.

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LLOYD TRIESTINO

FOR BRINDISI, VENICE AND TRIESTE (FIUME).
REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE
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GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK
SEA AND DANUBE PORTS.
REDUCED PASSAGE RATES.

BRINDISI, VENICE & TRIESTE \$72.10.0
LONDON \$30.0.0.

NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE & MOJI.
From Hong Kong.
M/V "ESQUILINO" Sails hence on or about 21st June.
M/V "ROMOLO" Sails hence on or about 19th July.

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE.
From Hong Kong.

M/V "VIMINALE" Sails hence on or about 26th June.
M/V "ESQUILINO" Sails hence on or about 24th July.

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N.Y.K. LINE

THROUGH BOOKING TO EUROPE AT REDUCED RATES.
\$120, \$112, \$110, \$102, \$83, via San Francisco.
\$5440, \$5420, via Japan and Seattle.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
KOREA MARU (Calls at Keelung) .. Tuesday, 26th June.
SHINYO MARU Tuesday, 10th July.

LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.

KITANO MARU Saturday, 16th June.
HARUNA MARU Saturday, 30th June.

SYDNEY & MELBOURNE via Manila & Ports.
TANGO MARU Wednesday, 20th June.
AKI MARU Wednesday, 25th July.

BOMBAY via Singapore, Penang, & Colombo.
+ GENOA MARU Wednesday, 27th June.

SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles,
Mexico & Panama.

GINTO MARU Thursday, 12th July.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.

KAMAKURA MARU Tuesday, 17th July.
NEW YORK and/or BOSTON via PANAMA.

+ ASUKA MARU Friday, 15th June.
LIVERPOOL via Port Said, Geneva, Marseilles.

+ DURBAN MARU Tuesday, 10th July.
CALCUTTA via Singapore, Penang & Rangoon.

+ NAGATO MARU Monday, 18th June.
NAGASAKI, KOBE & YOKOHAMA.

AKI MARU Friday, 22nd June.
SHANGHAI, KOBE & YOKOHAMA.

+ DELAGOA MARU Friday, 15th June.
+ SEIYO MARU (Moji direct) Wednesday, 20th June.

+ BINGO MARU Thursday, 21st June.
+ Cargo only.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—Via Singapore
Colombo, Suez and Port Said.

ALTAI MARU Wednesday, 11th July.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—Via Saigon, Singapore,
Colombo, Durban & Cape Town.

MANILA MARU Saturday, 30th June.
BOMBAY, Calcutta, Rangoon & Colombo.

TACOMA MARU Saturday, 22nd June.
INDUS MARU Thursday, 5th July.

DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR AND
MOMBASA—Via Singapore and Colombo.

PANAMA MARU Sunday, 8th July.
CALCUTTA—Via Singapore, Penang and Rangoon.

SHUNKO MARU Thursday, 5th July.
SEATTLE MARU Wednesday, 25th July.

VICTORIA, SEATTLE, TACOMA & VANCOUVER—Via Shanghai and
Japan ports.

BANGKOK—Via Saigon. Monday, 18th June.
KOHISO MARU Monday, 18th June.

HAIPHONG—Via HOIHOW & PAKHOI.
NEW YORK—Via Japan ports, San Francisco & Panama.

HAVANA MARU End of June.
JAPAN PORTS.

SEATTLE MARU Sunday, 24th June.
BATAVIA MARU Saturday, 7th July.

KEELUNG—Via SWATOW & AMOY.
HOZAN MARU Sunday, 17th June noon.

TAKAO—Via SWATOW & AMOY.
KOHOKU MARU Thursday, 28th June noon.

TAKAO & KEELUNG.
BATAVIA MARU Saturday, 7th July.

For further particulars please apply to—OSAKA SHOSHEN KAISHA.
Tel. Central No. 4888, 4889, 4890. M. TAKEUCHI, Manager.

**SHIPPING SECTION.****COASTAL MOVES.****CHANGES IN SHIPS' PERSONNEL.****TWO RESIGNATIONS.**

Captain J. Pringle, of the "Sinkiang," has gone master, "Szechuen."
Captain J. W. Tinson, of the "Szechuen," is on reserve.
Captain C. H. Jones, of the "Ninghai," has gone master, "Sinkiang."

Captain N. Hardie, from reserve, has gone master, "Ninghai."
Mr. W. L. Thomas, from reserve, has gone chief officer, "Szechuen."
Mr. C. W. Kendall, second officer, "Wanliu," has gone second officer, "Luchow."

Mr. T. J. Thomas, second officer, "Hsin Peking," has gone second officer, "Changchow."

Mr. J. McWilliam, second officer, "Changchow," is on reserve.
Mr. J. H. Hodgkiss, chief officer, "Hsin Peking," has gone chief officer, "Suiyang."

Captain A. H. Bathurst, of the "Yingchow," has gone master, "Newchwang."

Mr. J. Taylor, chief officer, "Suiyang," has gone acting master, "Yingchow."

Mr. W. B. Paul, second officer, "Newchwang," has gone acting chief officer, "Kangting."

Mr. P. McAllister, supply second officer, "Hsin Peking," has gone second officer, "Newchwang."

Mr. J. Major, second officer, "Tungchow," has resigned from the China Navigation Co.

Mr. D. Needham, second officer, "Tungting," has gone second officer, "Ngankin."

Mr. E. H. Mutton, second officer, "Ngankin," has gone second officer, "Tungchow."

Mr. H. E. Woodstock, acting officer, "Hsin Peking," has gone acting chief officer, "Yunnan."

Mr. W. A. Orwin, chief officer, "Yunnan," is on home leave.

Mr. J. A. Grossett, from reserve, has gone extra chief officer, "Hsin Peking."

Mr. J. L. Gamble, chief officer, "Wanliu," has gone acting master, "Kangting."

Mr. D. E. Brown, chief officer, "Antung," is on home leave.

Mr. I. Newton, chief officer, "Chinhua," has gone chief officer, "Antung."

Mr. K. D. Fairfax, third officer, "Antung," has gone second officer, "Chinhua."

Mr. E. G. Long has been appointed third officer, "Antung."

Mr. T. L. Rasmussen, chief officer, "Tungting," has gone chief officer, "Nanning."

Mr. O. Fox, chief officer, "Nanning," has gone chief officer, "Tungting."

Mr. P. Jenkins, second officer, "Chekiang," has gone second officer, "Fengtien."

Mr. E. L. Swan, second officer, "Fengtien," has gone supply chief officer, "Wanhsien."

Mr. A. S. Lewis, second officer, "Ningpo," has gone second officer, "Chekiang."

Mr. L. V. Rowe, chief officer, "Tatung," is on reserve.

Mr. J. W. Hurst, second officer, "Tatung," has gone acting chief officer, same ship.

Mr. E. W. Richards, chief officer, "Ngankin," has gone acting master, "Wanhsien."

Mr. E. W. Awcock, chief officer, "Szechuen," has gone chief officer, "Kwangse."

Mr. E. Wood, chief officer, "Kwangse," has gone chief officer, "Ngankin."

Mr. F. Appleton, supply third engineer officer, "Shuntien," has gone third engineer officer, "Wuchang."

Mr. E. Burns, chief engineer officer, "Newchwang," is on home leave.

Mr. J. H. Bryson, acting chief engineer officer, "Wanliu," has gone acting chief engineer officer, "Newchwang."

Mr. J. Gardner, second engineer officer, "Tungting," has gone acting chief engineer officer, "Wanliu."

Mr. J. H. Fayers, third engineer officer, "Hsin Peking," has gone acting second engineer officer, "Tungting."

Mr. G. R. Wemsey, third engineer officer, "Shuntien," has gone third engineer officer, "Hsin Peking."

Mr. G. Buchanan, from reserve, has gone chief engineer officer, "Wenchow."

Mr. G. Cormack, chief engineer officer, "Wenchow," has gone chief engineer officer, "Wuchang."

Mr. A. Lockhart, third engineer officer, "Wenchow," has gone third engineer officer, "Shuntien."

THE "KOCHOW."**CAPTAIN DAVID MORGAN'S STORY.****AN INQUIRY LIKELY.**

Prior to leaving Hong Kong last night to return to the scene of the wreck, Captain David Morgan, master of the British river steamer "Kochow," related his experiences.

He gave an impression that there was no stampede among the Chinese passengers when the "Kochow" grounded and listed to port on the night of June 9-10. They were taken off in the ship's boats; Captain Morgan supervised embarkation from the fore part and Mr. W. C. Beck (chief officer) from aft, with the Indian anti-pracy guards standing amidst the approaches to the boats.

The boats were got away in good order, says Captain Morgan. And there could not, in his opinion, have been more than ten lives lost.

Salvage Prospects.
There were four first-class passengers locked up in their cabins, two crushed by cargo falling on them in the stowage, one drowned (body recovered) and three missing.

Captain Morgan is optimistic as to the salvage prospects. He pays a tribute to the faith the Chinese passengers placed in him and the officers after the first alarm, to the rescue work performed by H.M.'s armed launches, "Nessus" and "Onslaught," to the Naval officers and men who fed and clothed him, and to the work of the Chinese crew, all of whom had been accounted for.

THE FUTURE OF GIBRALTAR.

Now that the strike of the bunker coal labour at Gibraltar has finally been settled, it remains to attempt to repair the damage, which will be far more difficult than the men's leaders could ever have imagined when they advised this proceeding. For a long time past the trade of Gibraltar has been in a precarious condition, particularly the bunkering trade, which used to be very profitable and to supply work for a large number of labourers. For one thing, the Navy has turned to oil, cutting out all this labour, and the visits of the ships are far less frequent. For another thing, Tangier has seen the weakness of Gibraltar's position in this trade, and with several other North African towns has made a determined attack on it. They have found no very great difficulty in capturing a large part of the commercial bunkering, and strikes like the one that is just finished will do more to hasten the end of the trade altogether than anything else.—"Journal of Commerce."

cer, "Ninghai," has gone junior third engineer officer, "Anking."

Mr. J. McAulay, third engineer officer, "Kanchow," has gone supply third engineer officer, "Hsin Peking."

Mr. W. J. Belcher, acting chief engineer officer, "Wuchang," has gone acting chief engineer officer, "Chusan."

Mr. R. S. Sinclair, acting chief engineer officer, "Chusan," has acting chief engineer officer, "Wanhsien."

Mr. D. B. Kerr, supply third engineer officer, "Hsin Peking," has gone third engineer officer, "Ninghai."

Captain A. Woodley, from reserve, has gone master, "Loongwo." Captain D. Christie, of the "Loongwo," has gone master, "Tingsang."

Captain S. Findlayson, of the "Tingsang," is on reserve.

Mr. J. A. Lindsay, from reserve, has gone chief officer, "Luenho."

Mr. G. I. Lawson, from reserve, has gone acting chief officer, "Kutwo."

Mr. N. Richardson, chief officer, "Kutwo," is on reserve.

Mr. R. L. Barcus, from reserve, has gone supply third engineer officer, "Pingwo."

Mr. A. Clynne, third engineer officer, "Pingwo," has resigned from the Indo-China S.N. Co., Ltd.

Mr. E. McNab, from reserve, has supply second engineer officer, "Kungwo."

Mr. P. Stewart, supply second engineer officer, "Kungwo," is on reserve.

Mr. A. Dunn, third engineer officer, "Loongwo," has gone third engineer officer, "Yatahing."

Mr. J. Findlayson, third engineer officer, "Yatahing," has gone acting third engineer officer, "Loongwo."

—Shipping and Engineering.

PASSENGER LIST.**DEPARTURES.**

Passengers departed for United Kingdom via Singapore and Marseilles by the s.s. "Antenor" on June 13 were:—

Mr. and Mrs. R. E. Ost, Matr. P. Ost, Miss C. Ost, Matr. H. Ost, Mr. J. R. Hooley, Mr. J. B. Milne, Mrs. V. M. Drayson, Miss H. V. Drayson, Mrs. F. A. Stirling, Mr. and Mrs. H. McTavish, Miss C. McTavish, Matr. A. D. McTavish, Mrs. F. Hayley Bell, Miss E. Hayley Bell, Matr. J. Hayley Bell, Miss I. Day, Mr. A. H. Lee, Mr. and Mrs. R. A. Rogers, Miss C. M. Trowell, Mr. Chow Lock-chye, Mr. S. P. White, Mr. and Mrs. J. E. Watkins, Mr. N. B. Carson, Mr. A. C. Savage, Mr. N. S. Lim, Mrs. M. L. Stock, Mr. Lai Weng-cheong, Mr. and Mrs. Wels, Mr. Winkelman, Mr. M. Conlon, Mr. G. H. Donald, Mrs. A. D. Arc, Mr. G. B. Esdale, Mrs. Humphreys and 2 children, Mr. A. Kennan, Mrs. J. R. Moddie and daughter, Mr. and Mrs. P. D. Weeks.

MOVEMENTS OF STEAMERS.

The Ben Line s.s. "Bendoran" from Middlesbro', Antwerp, London, Straits and Philippines is due to arrive here on June 16.

The M/V "Agra" (Swedish East Asiatic Co., Ltd.), left Antwerp on May 7, and is due here on or about June 16.

The Ben Line s.s. "Bendoran" from Middlesbro', Antwerp, London, Straits and Philippines is due to arrive here on June 16.

The M/V "Delhi" (Swedish East Asiatic Co., Ltd.), left Hamburg on May 13, and is due here on or about June 17.

The B. I. s.s. "Talamba" left Singapore for this port yesterday a.m., and is due here on June 17 p.m.

The C.P.S. R.M.S. "Empress of Russia" left Vancouver for Hong Kong, via Japan ports and Shanghai, on June 7, and is due here on June 26.

CONSIGNEES' NOTICES.

Consignees of Cargo ex M.V. "Forresbank" are reminded to take delivery of their goods which will be subject to rent after June 16.

Consignees of Cargo ex s.s. "City of Tokio" are reminded to take delivery of their goods which will be subject to rent after June 15.

Consignees of Cargo ex M.V. "Siam" are reminded to take delivery of their goods which will be subject to rent after June 18.

Russian engineers from the Don Basin have reached Bochum to study modern cokeries and plant for dealing with subsidiary products in Rhenish Westphalia. The Soviet authorities hope to persuade Ruhr firms to undertake coal developments there.

AMERICAN AUSTRALIA ORIENT LINE.

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U. S. Shipping Board
By SWAYNE & HOYT, INC.
FOR SAN FRANCISCO & LOS ANGELES.

S.S. "WEST ISLIP" June 28
S.S. "WEST HENSHAW" July 14

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TO VICTORIA & VANCOUVER.
17 Days Hongkong-Vancouver, 14 Days Shanghai-Vancouver.
11 Days Kobe-Vancouver, 9 Days Yokohama-Vancouver.

STEAMERS	Hong Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	July 4	July 7	July 10	July 12	July 21
EMPERESS OF ASIA	July 18	July 21	July 24	July 26	Aug. 4
EMPERESS OF CANADA	Aug. 8	Aug. 11	Aug. 14	Aug. 16	Aug. 25
EMPERESS OF RUSSIA	Aug. 29	Sept. 1	Sept. 4	Sept. 6	Sept. 15
EMPERESS OF ASIA	Sept. 12	Sept. 15	Sept. 18	Sept. 20	Sept. 29
EMPERESS OF CANADA	Oct. 3	Oct. 6	Oct. 9	Oct. 11	Oct. 20
EMPERESS OF RUSSIA	Oct. 24	Oct. 27	Oct. 30	Nov. 1	Nov. 10
EMPERESS OF ASIA	Nov. 7	Nov. 10	Nov. 13	Nov. 15	Nov. 24
EMPERESS OF CANADA	Nov. 28	Dec. 1	Dec. 4	Dec. 6	Dec. 15

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai)
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\$120: First class throughout.
\$112: First class Pacific and rail, Cabin class Atlantic.
\$ 83: Second class Pacific, First class rail and Cabin class Atlantic.

Atlantic sailings from Montreal and Quebec every few days to Liverpool, Southampton, Glasgow, Antwerp, Cherbourg and Hamburg.

HONG KONG—MANILA SERVICE.

Leave Hong Kong	Arrive Manila	Leave Manila	Arrive Hong Kong
June 28	June 28	June 29	July 1
July 10	July 12	July 13	July 15

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BRITISH WUCHOW LINE

SAILING DATES FOR JUNE, 1928 (subject to change).
DEPARTURE HOURS: Hong Kong 5.30 p.m., Wuchow 2.00 p.m.

S.S. "TAI HING"	S.S. "TAI MING"
[1,068 tons—Capt. O. B. Wilks.]	[649 tons—Capt. G. J. Splink.]
FRI. 15th WED. 20th	MON. 18th SUN. 24th

Regular Service of Fast, High Class River Steamers Having Good Accommodation for First Class Passengers, Electric Light and Fans in State-rooms and Saloon. The s.s. "Tai Hing" is fitted with Wireless.
These vessels leave Hong Kong for Wuchow (via Shanghai, Shihing, Takling & Dosing) and return to Hong Kong (via same Ports) every 5 or 6 days.
Fares for round trip (not including meals) \$20. Meals & Wines are to be obtained on board.

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S.S. "CITY OF CARLSLE" Marseilles, Havre, London, Rotterdam, & Hamburg 24th June.
S.S. "CITY OF TOKIO" Havre, London, Rotterdam & Hamburg 25th July.

BOSTON, NEW YORK & BALTIMORE AMERICAN & MANCHURIAN LINE

S.S. "CITY OF OSAKA" via Suez Canal 13th July.
S.S. "CITY OF EVANSVILLE" via Suez Canal 10th August.

ALSO AGENTS FOR**ANDREW WEIR & CO.****SERVICES TO****BOSTON AND NEW YORK AMERICAN & ORIENTAL LINE**

S.S. "FORRESBANK" via Suez Canal 6th July.

P. & O.-British India Apcar and Eastern & Australian Lines

(COMPANIES incorporated in ENGLAND).
MAIL AND PASSENGER STEAMERS.

TAKING CARGO FOR

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,
WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA,
AUSTRALASIA, INCLUDING NEW ZEALAND AND
QUEENSLAND PORTS, AND RED SEA, EGYPT,
CONSTANTINOPLE, GREECE, LEVANTINE
PORTS, EUROPE, &c.

PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.
(Under Contract with H.M. Government.)

S. S.	Tons	From Hongkong About	Destination
RANFURA	16,001	23rd June	Bombay, Marseilles & London.
MUZZAPPORE	6,715	26th June	Straits & Bombay.
NOVARA	9,989	30th June	Marseilles, London, Antwerp, Hull, Rotterdam & Hamburg.
KHYBER	9,114	7th July	Marseilles, London, Antwerp & Hull.
RAWALPINDI	16,610	21st July	Bombay, Marseilles & London.
NANKIN	7,658	28th July	Marseilles, London, Antwerp & Hamburg.
KASHMIR	8,985	4th Aug.	Marseilles, London & Antwerp.
KIDDERPORE	6,274	11th Aug.	Straits & Bombay.
RAJPUTANA	16,665	18th Aug.	Bombay, Marseilles & London.
NALDERA	16,688	1st Sept.	Bombay, Marseilles & London.
KALYAN	9,144	15th Sept.	Marseilles, London & Antwerp.

*Cargo only.

*Cable Callablanca.

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Constantinople, Piræus, Smyrna and other Levant Ports by steamers of the
Mediterranean Mail Steamship Co.

BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	25th June	Singapore, Penang & Calcutta.
TAKADA	8,549	5th July	Singapore, Penang & Calcutta.
TALAMBA	8,018	9th July	Singapore, Penang & Calcutta.

B.I. Apcar Line steamers have excellent accommodation for 1st
and 2nd class passengers. All steamers are fitted with wireless and
carry a qualified surgeon.

EASTERN & AUSTRALIAN SAILINGS (South).

ST. ALBANS	4,500	29th June	Manila, Sandakan, Thursday Island.
ARAFURA	6,900	3rd July	Townsville, Brisbane, Sydney & Melbourne.
TANDA	6,956	31st Aug.	

Regular monthly sailings from Hong Kong to Japan and Hong Kong to
Australia.
The E. & A. S.S. Co., Ltd., steamers will also call at Shanghai, Hilo, Cebu,
Kolumbugan, Tawau, Timor, Darwin, or other ports en route as inducement
offers.

Frequent connections from Australia with the following:—
The Union S.S. Company's steamers to the United Kingdom via New
Zealand, Vancouver, San Francisco, etc.
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch Service of steamers to London via the Cape.
The New Zealand Shipping Company's steamers for Southampton and
London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

TALAMBA	8,018	19th June	Amoy, Moji, Kobe & Yokohama.
RAWALPINDI	16,610	22nd June	Shanghai, Tsingtao, Wei Hai Wei, Kobe & Yokohama.
NELLORE	6,853	3rd July	Shanghai, Moji, Kobe & Yokohama.
KASHMIR	8,985	6th July	Shanghai, Moji, Kobe & Yokohama.
ARAFURA	6,900	10th July	Shanghai, Moji, Kobe & Yokohama.
KIDDERPORE	6,274	14th July	Shanghai, Moji, Kobe & Yokohama.
RAJPUTANA	16,665	20th July	Shanghai, Moji, Kobe & Yokohama.
KALYAN	9,144	3rd Aug.	Shanghai, Moji, Kobe & Yokohama.
TANDA	6,956	7th Aug.	Shanghai, Moji, Kobe & Yokohama.
NALDERA	16,688	17th Aug.	Shanghai, Moji, Kobe & Yokohama.
KASHGAR	9,005	31st Aug.	Shanghai, Moji, Kobe & Yokohama.

*Cargo only.

All dates are approximate and subject to alteration without notice.
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.
Passengers for Rangoon must defray their own Hotel expenses at
Singapore while awaiting the on-carrying steamer.

All cabins are fitted with Electric Fans free of charge.
Steamers on London and Australian Lines are fitted with Laundries.
Parcels measuring not more than 2½ ft. x 2 ft. x 1 ft. will be received
at the Company's Office up to Noon on the day previous to sailing.

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GILLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONG KONG.

S.S. "HELENUS"		29th June.
S.S. "CITY OF OSAKA"		13th July.
S.S. "DARDANUS"		27th July.
S.S. "CITY OF EVANSVILLE"		10th Aug.
S.S. "LYCAON"		24th Aug.

Steamers proceed via Suez Canal or Panama Canal at Owners' Option.
Subject to change without notice.

For Freight and particulars apply to:—
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Hong Kong & Canton; **JARDINE, MATHESON & CO., LTD., Canton.**

MASTER MARINERS.

THE HONOURABLE
COMPANY.

STATUS, ELEVATION.

The "Company," which was
launched in 1925, has now com-
pleted her fitting out under the
supervision of illustrious sailors,
and has been blessed by his
Majesty the King, his Royal
Highness the Prince of Wales,
the Prime Minister, Admiralty,
Lloyd's, shipowners, and others
of influence in maritime matters.
The Deputy Master, officers,
and most of the crew have signed
on, stores, in the shape of a bank-
ing account, have been shipped,
and the craft may now be con-
sidered ready for the purpose for
which she has been built. The
memorandum of association says
that the company's primary ob-
ject is to elevate the professional
status of the whole service, and
there is no doubt that its forma-
tion alone has already assisted to-
wards that end.

Has not the time, however, ar-
rived when some practical work,
apart from lauding its existence
and founder, should be under-
taken?

Surely no other profession has
so many unsatisfied wants, none
where improvements would be
more welcomed, and there is none
so dependent upon the efforts of
a powerful and representative
body as is that of master mar-
iners upon the Company.
The difficulty may be to know
where to start, as master mar-
iners are generally too modest
and shy to forcefully express
their opinions; some are inarti-
culate, and most leave their needs
and aspirations to be dealt with
by others.

When the Company in their
wisdom find some "good which
needs assistance, or wrong which
needs resistance," they will, no
doubt, use their power in the
right direction. The following
suggestions are submitted, in the
hope that they will be examined
by the Company and the profes-
sion, and, if approved, that some
action will be taken.

Amalgamation of the Societies.

Master mariners, on account of
being scattered all over the world,
and having only short spells in
home ports, need more than men
of any other calling a good pro-
tection society to look after their
interests. At present they help
to support three societies, viz.,
the M.M.S.A., the Guild, and the
Navigators, while some of the
officers on coasting vessels are
members of the Transport Union,
and many—both masters and offi-
cers of all classes of ships—are
attached to no society. There is
no need to refer, as an example,
to the large industrial fusions
which have recently taken place,
for we know from past experi-
ence that individuals are power-
less, while groups are strong.

The Company will know that
the inclusion of all certificated
master mariners in one society
would give them power hitherto
unknown. They also know that
power elevates status.

This subject is mentioned first
because it is, in the writer's opin-
ion, that which most vitally affects
master mariners. If the company
succeeded in bringing about the
fusion desired and for ever after
did nothing, its incorporation
would have been worth while.

Supply of Officers.

While much as to the training
of embryo officers in sail or steam
has been written, their sources
of supply, which is a very im-
portant subject, has been
neglected. Lads who wish to be-
come officers in the Forces of the
Crown must attend certain train-
ing establishments for the pur-
pose; this ensures, at least, in a
large degree, the right type of
boy, while their training fits
them for positions they hope to
eventually obtain.

There are some such sources
for Merchant Service officers, but
there are also others of different
type, as will be seen from the fol-
lowing extract from the "Daily
Telegraph":—

"Thanks to the beneficent ac-
tivities of this institution, 500
homeless and destitute little boys
find a home in which they are
clothed, fed and educated, where
each is taught the trade of his
choice, or is qualified for service
as an officer of the Mercantile
Marine."

This announcement was made
a few years ago, but recent ac-
tivities of some philanthropists

show that the latter still approve
of such sources for Merchant
Service officers. Why should
homeless and destitute boys be
trained to become officers in the
Mercantile Marine, while no other
avenue for similar advancement
is open in other professions, or in
the trades of their choice, for in
the latter a tradesman corres-
ponds with a seaman, not an offi-
cer? One never reads of such
lads being trained to become
judges, lawyers, naval, military,
or Air Force officers, doctors,
merchants, shipowners, shop-
keepers, publicans, parsons or
policemen. Master mariners are
sufficiently just and altruistic to
agree to a fair proportion of such
lads being trained for the sea as
seamen, and, as in the Crown's
Forces, receive promotion to offi-
cer grade if found worthy and fit.
The Company could, and it is
hoped will do something to grad-
ually eliminate this injustice, for
until stopped their primary ob-
ject cannot be attained.

The Sea, or Prison.

A few days ago, at the Liver-
pool Town Hall, the Discharged
Prisoners' Aid Society discussed
methods of dealing with young
criminals. One of the members
proposed that when a lad who had
been several times convicted, and
was considered to be too bad for
Borstal treatment, he should be
sent to sea, rather than to prison.
Is the reason that immoral boys
should be placed in moral sur-
roundings? If so, why not place
them in the Church, where moral-
ity is supposed to be on a higher
level than elsewhere? Such lads
might become good bishops, but
none of the clerics present sug-
gested such an opening for bad
boys. Here again, there is an
opportunity for the Company to
educate public opinion.

Follow the Royal Example.

His Majesty the King, in a mes-
sage to the Company, in March,
1927, referred to "Our Merchant
Navy," and recently H.R.H. the
Prince of Wales has been created
"Master of the Merchant Navy
and Fishing Fleet." Are not
these gracious examples intended
to give the Company a lead as to
the title by which our Service
should in future be known? The
Company might follow this
Royal example, and recommend
the adoption of the new title to
all concerned. It is observed that
the initials M.N. do not appear in
dictionaries as an abbreviation,
so there would be no clash if used
to signify the Merchant Navy, or
in contradistinction to R.N., of
the Royal Navy.

Name of the Fused Services.

This long-standing want, which
was accentuated during the war,
was dealt with at length by the
writer in "The Journal of Com-
merce" on January 8, 1927. The
only difference which he would
now propose is with regard to the
name of the fused services, which,
in accordance with the Royal
example, should be the Merchant
Navy, instead of the Naval
Reserve.

It was submitted in that ar-
ticle that the schemes proposed
would:—

1. Bring into being a larger and
better-organised Naval Re-
serve.
2. Help to establish a better
feeling between the Royal
Navy and the other services.
3. Improve the requirements as
to the carriage of certi-
ficated officers in all vessels.
4. Reduce the number of certi-
ficates of competency issued.
5. Provide for the substitution
of commodore, captain,
lieutenants, etc., for master,
skipper, mate, etc.
6. Be a tangible reward for ser-
vices rendered during the
war.

The Company, owing to its in-
fluence in high quarters, may be
able to bring this matter before
those who have power to make
the reforms indicated.

When these three services are
made one, a Merchant Naval Of-
ficers' Club in each large port
would probably be formed.

The foregoing are a few exam-
ples of work which might be
undertaken by the Company;
there are also other matters
which might claim their at-
tention in furthering its primary
object.

H. Lyle Leitch.

After a very quiet time South
Shields shipping has taken a turn
for the better, and no fewer
than 20 vessels, signed com-
plete crews at the port, 300 men
being engaged. There are, how-
ever, still many ships laid-up in the
Tyne.

CARGO PILFERAGE.

Cargo pilferage has grown so
formidable that it is likely to be
a widely discussed subject at the
International Shipping Conference
in June. It is unfortunate that
the public indifference seems to
have penetrated those who judge
and impose punishment in such
cases. Certainly the punishment
for this form of robbery is inade-
quate, says the "Journal of Com-
merce." Until it is considerably
stiffened there seems no hope of
stemming the growth of this evil.
Some of the most astonishing cases
come from Australia. Yet why
"pilferage" should be looked upon
with a more lenient eye than rob-
bery is a mystery and a wonder.
Such an attitude defeats the end
of the law, which is presumably
to administer sentences that act as
a deterrent to those who contem-
plate repetition of the offence. In
a recent case in Melbourne, a man
pleaded guilty to stealing timber.
It was a most brazen piece of rob-
bery. He went in broad daylight,
in a hired lorry, to the yard and
carried away a quantity of Baltic
timber, which he afterwards sold
to a man to construct an additional
room to a residence in Port Mel-
bourne. The defending solicitor
pleaded that the offence was a very
trivial one, and then suggested that
the man should pay back the money
he received for the timber and be
allowed out on "bond" as a first
offender. The Bench inflicted a
fairly substantial fine, with an al-
ternative of three months' im-
prisonment. The fine was paid; no
doubt the result of a "collection"
amongst other men—as is often
the case. Which only shows again
how many people look upon thiev-
ing of cargo as a peccadillo and not
as a crime. Traders in general,
and especially shipowners, are con-
vinced that until the punishment
for pilferage at the docks is al-
ways made imprisonment, with no
option of a fine at all, there will
be little hope of stamping out,
or even reducing, this evil. It is to
be hoped that the whole Bench of
this country and the legal authori-
ties of all others, will respond to
this appeal.

CONSIGNEES.

THE EAST ASIATIC CO., LTD.,
COPENHAGEN.

THE Motor Vessel

"S.I.A.M."
having arrived, Consignees of cargo
are hereby informed that all goods
are being landed and placed at their
risk into the hazardous and/or
extra-hazardous Godowns of The
Hongkong & Kowloon Wharf &
Godown Co., Ltd., where delivery
can be obtained as soon as the goods
are landed.

No claims will be admitted after
the goods have left the Godowns,
and all goods remaining undelivered
after the 18th June, 1928, at
4 p.m. will be subject to rent.

All broken, chafed and damaged
goods are to be left in the Godown,
where they will be examined by
Messrs. Anderson & Ashe on the
16th June, 1928, at 10 a.m.

All claims against the vessel
must be presented to the Under-
signed before the 21st June,
1928, or they will not be recognised.
No Fire Insurance will be
effected.

Bills of Lading will be counter-
signed by
JOHN MANNERS & CO., LTD.,
Agents.
Hong Kong, 11th June, 1928.



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remember how we had to climb up ladders
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The Sunshine Belt via Honolulu
Fortnightly sailings on Tuesdays
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Pres. Taft July 3rd
Pres. Jefferson July 17th
Pres. Lincoln July 31st
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The Short, Straight Route to America
Fortnightly sailings on Wednesdays
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£120, £112 Special through rates to Europe via United States. Direct
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Pres. Monroe Aug. 26th 8 a.m.

To Manila

Pres. Hayes June 17th 8 a.m.
Pres. Jackson June 19th 6 p.m.
Pres. Taft June 23rd 6 p.m.
Pres. Polk July 1st 8 a.m.
Pres. McKinley July 3rd 6 p.m.
Pres. Jefferson July 7th 6 p.m.

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ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and
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We have over thirty years' experience. We own two shipways and can
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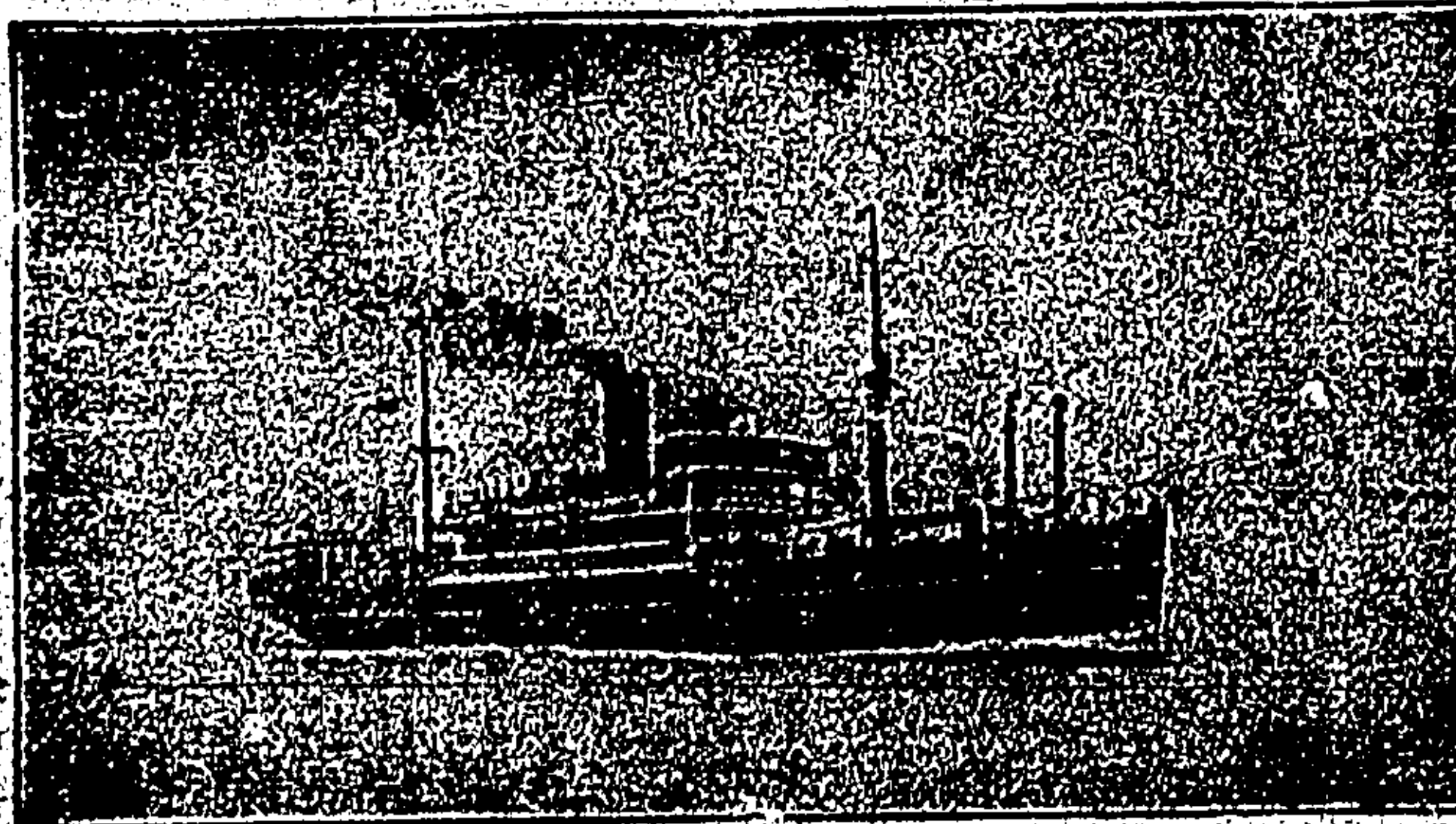
Town Office: 64, Connaught Road Central, Hong Kong, Tel. Central No. 459.
Shipyard: Sham-Sul-Po, Kowloon, Hong Kong. Tel. Kowloon No. 9.
Estimates furnished on application.
Hong Kong, April 1, 1924.

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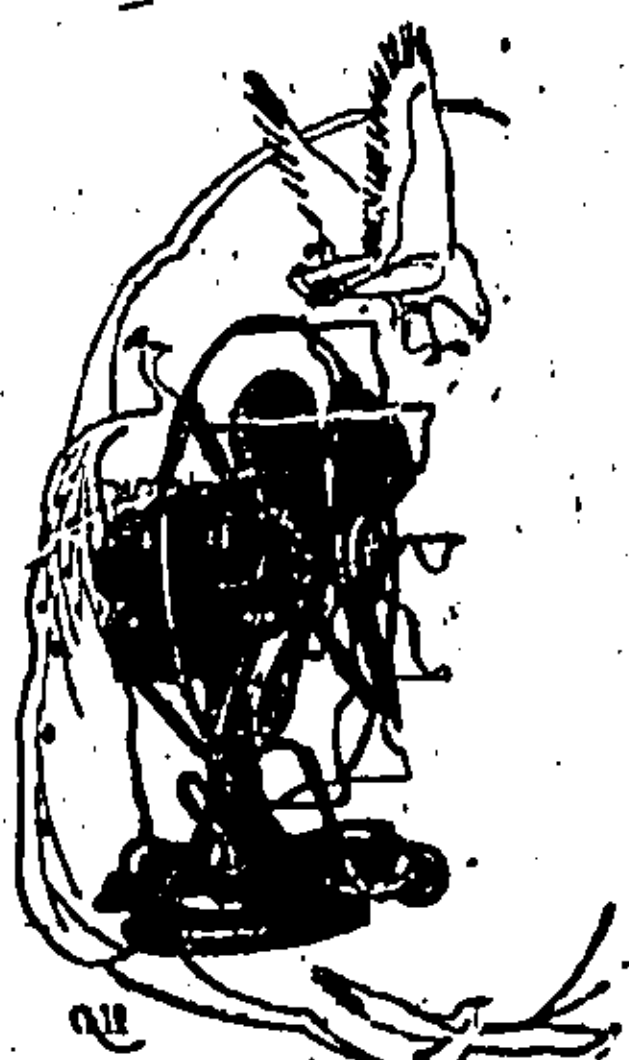
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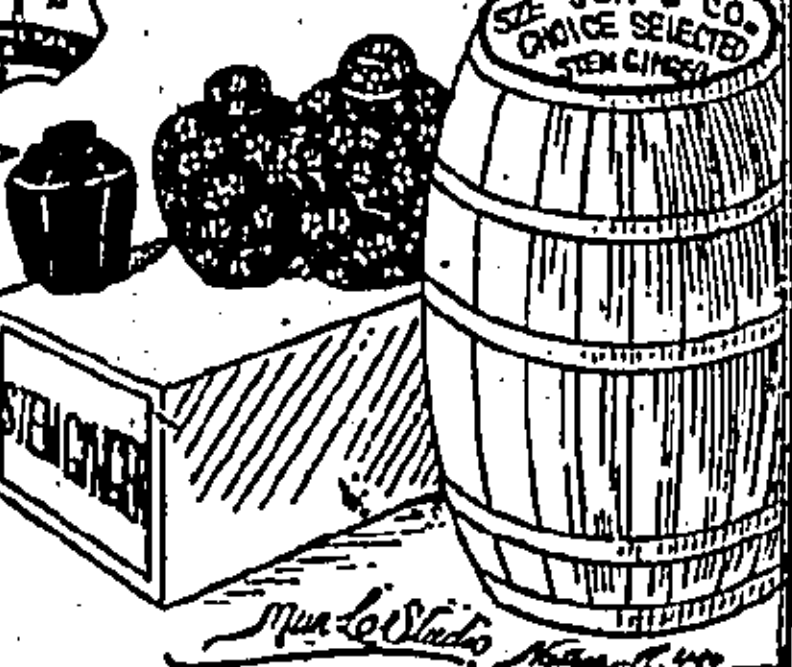
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No reasonable offer refused

Sale commences on 1st. June, 1928.

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DEATH.

INGLIS.—At Northwood, Middle-
sex, on June 12, William Flem-
ing Inglis, late of Messrs.
Jardine, Matheson & Co., Ltd.,
China.

Hong Kong, Thursday, June 14, 1928.

HEALTHY COMPETITION.

The public of Hong Kong will, we feel sure, welcome the announcement that the premier Hotel Company and the Tramway Company are to inaugurate motor omnibus services from Causeway Bay to West Point. Not because there is any suggestion that this route is inadequately provided for, but because the presence of the 'buses will ensure healthy competition. Where there is healthy competition the consumer invariably benefits. According to the details given in yesterday's "China Mail," it appears that the Hotel Company's proposed passenger rate is the more advantageous. A ten-cent fare is suggested for any part or the whole of the distance between the termini. The Tramway Company, however, in an official statement, observe that the fares will probably be in excess of the first-class tram fare in that passengers will not be allowed such a long ten-cent stage as on the trams. A modification of this rate may be anticipated with confidence.

Both these bus services, we understand, will be confined to passengers of the so-called "first-class" type, which means to say that a considerable proportion of the tram company's revenue, that from the "third-class" passengers, will be unaffected. And as both companies intend installing vehicles obviously more comfortable than the tramcar, it may not

be long before the latter means of conveyance is confined more or less to these "third-class" passengers.

With the arrival of these buses Hong Kong will be in fortunate possession of an admirable system of transportation. There will be some discontent, we imagine, among the public motor car fraternity. At present there are many people who, wishing to get from the vicinity of the Post Office to Happy Valley, say, in a more comfortable manner than by tramcar, or wishing to arrive at their destination with more despatch, will engage a public motor car and pay a dollar for the trip. The bus will take them for ten cents, and the like applies to journeys from the heart of the business centre to West Point. However, the competition is all for the good of the man in the street, which is why the public will welcome the inauguration of the omnibus services.

Mr. Herbert Hoover.

News from the United States is to the effect that Mr. Herbert Hoover has been nominated as the Republican Party's candidate for the Presidency; and he appears to have arrived at that exalted point in what seems to have been one of the mildest conventions ever held for so important a purpose. A few years ago, Mr. Hoover was one of several pillars of the Republican Party seeking Presidential nomination who was among the rejected; but on the present occasion he seems to have had a singularly easy passage. His chief opponents were quite formidable Party men, namely, General Dawes and ex-Governor Lowden of Illinois, but judging by the little we have heard of them of late, Mr. Hoover seems to have had virtually a "walk-over." It could not have been his oratorical powers that gave him any advantage, for it is well-known that he is one of the most inarticulate public men of the United States. During the past eight or nine years, however, while he has been Minister of Commerce he has undoubtedly increased his reputation as a thoroughly practical and clear-sighted politician, and particularly as one who was willing as he was able to undertake gigantic tasks. Witness his wonderfully sound work in connection with the Mississippi flooding catastrophe. And his admirable organisation both before and after the United States entered into the Great War is still well remembered. Also he is one of the very few of the Harding and the Coolidge Administrations who are stated to have come unscathed out of the Oil Scandal, a matter which, more than anything else, has been harmful to the Republican Party. There can be no doubt that Mr. Hoover is as powerful an individual as the Party could have nominated, and it is probable that Mr. "Al" Smith, New York's Governor, and probable Democratic Party nominee for the Presidency, will have to use all his reputed

brilliance if he is to prevent Mr. Hoover from being the next occupant of the White House. Years ago, as is generally well-known in Hong Kong, Mr. Hoover, as a comparatively young man, was in China (Tientsin, we believe) working in connection with his original profession, civil engineering.

ROW AT THEATRE.

MOTOR DRIVER SENT TO
HOSPITAL.

POLICE SEQUEL.

An assault case, which Inspector Macdonald of No. 2 Police Station said was the result of some trouble between motor car touts and the employees of the Lee Theatre, was mentioned before Mr. R. E. Lindell at the Central Magistracy this morning.

A ticket collector employed at the theatre was charged with assaulting the driver of public motor car No. 421 at 11.50 p.m. last night, causing an injury to the driver's head which necessitated treatment at the Government Civil Hospital.

Defendant admitted the charge. As the complainant was still in hospital and as no medical report had been received, the Inspector asked for a remand.

Asked to state the facts of the case, the Inspector said that the complainant was alleged to have thrown stones into the theatre, through an open window. This brought out the defendant and two other folks of the theatre, whereupon the complainant ran away.

Sent him to Hospital.

Chase was given by the defendant's two folks, who caught the driver on the Praya and brought him back to the theatre, where the Inspector said the defendant gave the complainant a good hiding with a stick and sent him to hospital.

In consequence of this action on the defendant's part, instead of being the complainant against the car driver, the tables were turned, and he found himself in the position of a defendant.

Mr. Lindell: All through taking the law into his own hands.

The defendant told the Magistrate that he had already arranged for a settlement of the case. He had promised to pay compensation to the complainant's wife.

The Magistrate put the case off until later in the morning to await the medical report.

Later, the defendant was again brought into Court when Inspector Macdonald produced the medical report, which stated that the complainant suffered from a scalp wound which was not serious, and he would be able to leave the hospital to-morrow morning.

The Inspector also exhibited a stick with a heavy brass head which was alleged to have been used by the defendant in the assault.

The defendant now told the Magistrate that the complainant was injured in the course of the chase, in which he did not take part.

The Magistrate remanded the defendant until to-morrow morning for the attendance of complainant. Police bail in the sum of \$50 was extended.

JUNK RAIDED.

FOUR BOATMEN AS ALLEGED
ROBBERS.

POLICE PROCEEDINGS.

At the Kowloon Magistracy, yesterday afternoon, Mr. W. Schofield opened the hearing of an unusual case in which four boatmen were alleged to have turned robbers and raided a fishing junk at Lung-kun-tan, early on the morning of May 15 last. Particulars of the robbery, it will be remembered, were published at the time of its occurrence. The story was repeated in Court yesterday by the mistress of the raided junk. The craft which had been fishing at Lung-kun-tan, was anchored in the vicinity for the night when, at 4 a.m., the robbers came along in a small boat. The raid on the junk was carried out in the usual way and a quantity of clothing and \$42 in Chinese coins were stolen. The master of the junk was kidnapped and held for \$800 ransom. The police were informed, investigations were set on foot, and eventually the robbers were caught by the Macao police. The case was adjourned.

At the Central Police Court, before Major C. Wilson this morning, a Chinese woman was charged with keeping a brothel at No. 18, Aberdeen Street, 1st floor. The defendant pleaded "not guilty." His Worship remanded the case until noon on next Monday, fixing bail at \$50. Inspector R. Shannon prosecuted.

Mrs. F. Hayley Bell and Miss E. Hayley Bell were among the passengers leaving Hong Kong yesterday by the s.s. "Autenor."

CONFUCIANISM.

PAPER AT CAMBRIDGE BY
MR. LO TUNG-FAN, M.A.

(The substance being that of a Paper read before a Study Circle of Trinity Hall, Cambridge University, on March 1, 1928, by Mr. Lo Tung-fan, B.A.)

III—THE FIVE CLASSICS.

Confucius is a transmitter and not a maker, and as he himself said: "I am not one who was born in the possession of knowledge; I am one who is fond of antiquity and earnest in seeking it there." And as we have seen, he believed that the remedy suitable for his age of corruptness and disorder was a reassertion of the wisdom of the ancients and a re-establishment of the old traditions. We are naturally keen in inquiring what were these ancient customs, wisdoms, and traditions. They fall into two groups: the five Classics which had from early ages been regarded as the source of all wisdom and knowledge and which were compiled and revised by Confucius; and secondly, the traditional Golden Age of the patriarchal kings who reigned from 2356 to 2197 B.C.

The Five Classics consist of firstly, the Book of History. This contains a plain historical narrative of the events which occurred during the first dynasties of the Chinese Kings. It is full of moral reflections and abounds in instructions as to the pursuit and practice of virtue by every person, from the king to the humblest citizen. Secondly, the Book of Changes. This is the book of trigrams that has been the basis of Chinese divination. The trigrams are sets of three lines which are either broken or not. The trigrams are combined into hexagrams and by their different combinations, 64 variations are obtained. Events, qualities and existences of all sorts are attached to each of the variations.

This is the most difficult of all Chinese books—much more difficult than Einstein's Theory of Relativity. Confucius once said that if some years were added to his life, he would give fifty to the study of the Book of Changes, and then he might come to be without faults.

300 Odes. Thirdly, the Book of Odes or Book of Poetry. This is a collection of three hundred odes, selected and compiled by Confucius. They are all of a patriotic or moral character. Confucius often told his disciples to study this book for its instructive value. Fourthly, the Book of Rites or Book of Ceremonies. This is a collection by Confucius of the various customs inculcated by former sages, a collection in which all the details of daily life, even sitting, standing, eating, and walking are dwelt upon, and proper mode of action is prescribed for almost all possible occasions. Confucius once said to his son: "Have you studied the Book of Rites you don't know how to establish yourself in the World."

Fifthly and lastly, the Spring and Autumn Annals, which is so called because it was started in the spring and finished in the autumn when Confucius died. It is the one work that was written by Confucius himself. It contains particularly a history of the state of Lu. But it is something more than a pure chronicle. It contains the most strict and searching criticisms and comments of the current events of the period of Lu when all the people from the king to the common citizen, suffered a great laxity in morals. It was said that this book was regarded with such respect that a word of praise conferred in it conferred a greater honour than a princely robe, and a word of condemnation found in it emitted a punishment severer than an axe or chopper. It was also said that with the writing of the Annals rebellious ministers and undutiful sons began to feel uncomfortable.

Golden Ages. As to the conditions of the traditional Golden Ages, we find a social order of a very remarkable character in the Book of History. The first king of the patriarchal ages was Yao who ruled so well that crime was unknown. It is recorded that then peace reigned throughout the land, for the son of Heaven governed the people with virtue and had regard to Heaven's decrees. Yao reigned from 2356 B.C. and the government instituted by this wise sovereign may be described as a government by the people. Every one had access to his court either to offer a suggestion or to make a criticism. Yao ruled for 100 years, and as he was not satisfied with the capacity of his son, he left the throne to Shun. Shun, who had saved the nation from the Great Flood, refused to take the throne, but public opinion was so in favour of him that at

"FRENCH LEAVE."

ORDER TO CANTON DISTRICT
MAGISTRATES.

MUST NOT NEGLECT DUTY.

Since it is the practice of some district magistrates to take leave without permission, the four Rehabilitation Commissioners of Kwangtung are taking steps to put an end to this habit, says the "Canton Gazette."

It is found in many cases that these officials leave their respective posts and turn over the duties to their subordinates. In many instances these magistrates spend their time in Canton. Such practice, in the opinion of the Rehabilitation Commissioners, is detrimental to public interest, and hereafter they order that no district officials are permitted to leave their posts unless they have obtained leave of absence from the Provincial Government.

WESLEYAN HOME.

FURTHER DONATIONS
RECEIVED.

The President and Treasurer of the Wesleyan Sailors' and Soldiers' Home acknowledge with thanks the receipt of the following additional donations towards the New Wesleyan Sailors' and Soldiers' Home.

The Union Insurance Society of Canton	\$500.00
Dairy Farm Ice and Cold Storage Co., Ltd.	100.00
W. R. Loxley and Company	100.00
Mr. Wong Kam-fuk	100.00
Mr. Fung Wei-shing	100.00
2nd Batta. King's Own Scottish Borderers	50.00
H.M.S. "Cornflower"	32.50
Standard Oil Company of New York	25.00
Mr. A. Piercy	25.00
Lowe, Bingham and Matthews	25.00
Ward Room Officers, H.M.S. "Hawkins"	11.00
"A. V."	10.00
Mr. H. M. Omer	5.00

Donations will be gratefully received by the Rev. J. C. Knight Anstey or at the Home.

the end of three years' mourning, he reluctantly assumed the royal title.

His popularity was regarded as a proof of the truth of the old adage, that to reverse and honour the path prescribed by Heaven is the way ever to preserve the favouring appointment of Heaven. Under Shun's government there were a general regulator or prime minister, a minister of works, a minister of justice, a minister of forestry, a minister of ceremony, a minister of poetry and music, and minister of communication. The minister of poetry and music was "to teach our sons so that the straightforward may yet be mild, the gentle may be dignified, the strong not tyrannical, and the impetuous not arrogant."

Every three years there was an examination of officers, the efficient being advanced, and the idle degraded. The Master once said: "May not Shun be instanced as having governed efficiently without exertion? What did he do? He did nothing but gravely and reverently occupy his royal seat." Shun ruled for 47 years and was succeeded by Yu the Great, the last of the three patriarchal kings. In 1122 B.C. the Chou Dynasty replaced the Shang Dynasty founded by Yu. Under the first Chou, v.v. King Wu, the empire was divided into feudal states. His reign was important in Chinese history because of the work of the Duke of Chou who formulated some rites and composed music. He wrote the classic, the Rites of Chou, which forms part of the Book of Rites. He, together with King Wu's father, King Wan, were regarded by Confucius as sages. The beginning of his dynasty was very prosperous but at the time of Confucius it had almost reached its lowest ebb.

The above may help you to understand the theories of Confucius who, it is said, "handed down" the doctrines of Yao and Shun, as if they had been his ancestors, and elegantly displayed the regulations of Wan and Wu, taking them as his model. I hope you have noticed the difference between the simple conditions of a patriarchal society and the complicated relations of a feudalised empire. Confucius seems to have ignored this, and believed that a literal imitation of the past would restore peace and order to the empire. His overlook of the very important fact that a progressive society has needs of its own age may account for the failure of his ideals to appeal to the minds of the people of his age. How much more in applicable are his political ideals in modern China we shall see later.

(To be Continued.)

THE "HAT SMASHER."

GETS ANOTHER WELL-MERITED SENTENCE.

FURTHER DETAILS.

At the Central Magistracy yesterday afternoon, Major C. Willson, O.B.E., convicted Mak Yuen, the hat smasher, who had already served ten days in jail for refusing to pay compensation, and was brought before the Court on further charges of unlawful possession of 14 pamphlets containing seditious matter, and unlawful possession of documents which were calculated or tending to persuade people to refrain from dealing with persons in the course of trade, or to do acts calculated or tending to cause a breach of the peace.

His Worship passed sentence of six months' hard labour on each of the two charges, the terms to run concurrently, remarking that the charges which were brought under the Emergency Regulations of 1922 and 1925, respectively, were good.

"No Jurisdiction."

At a previous hearing, Mr. Hing-shing Lo (instructed by Mr. J. M. Hall) who appeared for the defence, argued that the Court had no jurisdiction to try the case, because the pamphlets complained of did not contain seditious matter against the local government but against that of a foreign country. Alternatively, Counsel's argument was that the regulations under which the charges were brought were ultra vires because there was not a "state of emergency" in the Colony at the time the offence was alleged to have been committed, or now.

Yesterday afternoon, Counsel put the defendant in the witness box. Accused said that at one time he was employed by Dr. Allan, and then had gone to work as a cook for a resident at 512, Wanchai Gap. Then, because he was told to scrub the floor, he left and was looking for employment when he came across a friend, whose name was Tam Tait.

Tam Tait, who met him near the reservoir, urged him "to boycott Japanese goods" and asked him to accept custody of a sheet of papers because he had his hands full with other things. Near Wing Lok Wharf, witness was arrested as a result of the hat-smashing incident and lost sight of Tam Tait from that moment. The papers which he left with witness were subsequently found by the police in witness' umbrella. Witness said he did not understand the purport of those documents, as he was unable to read or write.

In his closing address on behalf of the defendant, Mr. Lo submitted that there was no evidence of guilty knowledge although physical possession of the documents was admitted; also that if the charges were brought under the heading of seditious documents, the onus had been satisfactorily discharged by the defendant of proving that he did not know what the documents were. He had explained how he came by them, and his story in the Court was consistent with what he had told the Chinese Sergeant-Major Wong Lau and the police in the first instance. Counsel pointed out that it was some time after the arrest that the police made their discovery of the so-called seditious documents, and he argued that the defendant in the meantime could have had plenty of time to discard the papers if he had been impelled thereto by guilty knowledge.

Another point raised by Mr. Lo was that there was no evidence of distribution by the defendant of any of the documents. It was an important point, in that, if the charge was to be brought against the defendant under the Seditious Ordinance, it was absolutely necessary for the prosecution to show that there was an audience to whom he was distributing the pamphlets with the result that they were so moved as to permit physical violence or disorder in a matter of State.

It was absolutely necessary for the prosecution to show that the object of distributing the pamphlets was to excite or fan disaffection amongst people, to raise a local rebellion, or to bring about such a condition of affairs where the local administration of justice was brought into ridicule.

Counsel also argued further with regard to the Emergency Regulation not being applicable at the present time and, in conclusion, said that the prosecution having failed or thought it was going to fail on the charge of seditious matter, he resuscitated such a fear-some ordinance as the Emergency Regulations Ordinance of 1925 for a further, and to put it at its highest value an alternative charge. Counsel submitted that this was evidence of non-confidence on the part of the prosecution.

The conditions which had made those Emergency Regulations a necessity had happily passed, and with harmony re-established in our relations with the Southern

AT THE QUEEN'S.

SIR JAMES BARRIE'S "QUALITY STREET."

ADDITIONAL ATTRACTION.

An added attraction of much interest will be the appearance at the Queen's Theatre from to-night to Saturday at the 9.20 p.m. performances of Eleanor Ninon and Leo Martin, two brilliant artists, who bring with them the latest Parisian dance hits as performed at "L'Abbaye," Paris and "The Knickerbocker," Monte Carlo.

"Quality Street," the fourth of Sir James Barrie's stage plays to be transferred to the screen, will be presented at all shows. The difficult role of impulsive, mischievous Phoebe Throssel which demands exceptional ability and grace, has been entrusted to Marion Davies, while Conrad Nagel plays opposite the star. The story, like that of "Peter Pan" and "A Kiss for Cinderella," has all the delicate charm of which the famous author is renowned. Briefly, it concerns the romance of a demure belle of the nineteenth century who falls in love with a young doctor whom she believes is about to propose. The doctor, thinking his love is not returned, goes away to the Napoleonic wars, returning years later to find his sweetheart an old maid. The latter, however, is able to make herself up as the beauty of years ago, and after giving the doctor a sound lesson, succumbs to his declaration of love. The picture is notable for its lavish and exquisite settings. The supporting cast which includes Flora Finch, Kate Prince, and Marcelle Corday is excellent.

"THE LOVE OF SUNYA."

Gloria Swanson's Big Picture.

"The Love of Sunya," which comes to the World Theatre to-day as the feature attraction until Saturday, presents Gloria Swanson in four distinct roles and the biggest picture of her career.

The Story of "The Love of Sunya" deals with a Yogi who goes out into the world to right a wrong he committed in his incarnation of centuries before and the struggle of a girl he had known in a former life to decide between love, ambition and duty. A crystal plays an important part in the story, enabling the girl to see what each choice would lead to herself and the men who are seeking her hand.

Gloria Swanson rises to great emotional heights with the material supplied by this strong story and she is supported by a competent cast. "The Love of Sunya" is a picture of outstanding interest and great impressiveness.

"CRADLE SNATCHERS"

Philandering Husbands Learn A Lesson.

"Cradle Snatchers," an excellent comedy of three wives who prove they are not as simple as they seem, comes to the Star Theatre to-day as the chief picture until Saturday. Determined to teach their philandering husbands a lesson, the wives hire three college boys to play the part of lovers. While the wives and their hired admirers are at a country house, the husbands suddenly arrive. Thereafter the fun becomes fast and furious ending in the complete cure of the husbands who promise to reform and never leave home again. Louise Fazenda has the leading role as one of the wives who insists that she may as well get some fun out of the business and so chooses the most ardent of the three college boys as her swain. Sammy Cohen of "What Price Glory" and "The Gay Retreat" does some clever work in the impersonation of a flapper, while J. Farrell MacDonald contributes his share of laughs.

Chinese, we could afford to sympathise with his aspirations towards national unity. To make use of those same Emergency Regulations in a matter affecting a different sphere was unwise and inconsistent with our present comprehension of the present happy relations such as we understood them to be subsisting between Hong Kong and Southern China.

The Magistrate's Views.

Major Willson said that on the defendant's admission, he knew the circumstances why the papers were handed to him, because he was told that Japanese goods were to be boycotted. His Worship thought defendant knew more about those papers than he made out.

HEBREW CHRISTIAN.

LIFE STORY OF MR. J. S. FLACKS.

UNION CHURCH ADDRESS.

The story of the life and conversion of Mr. J. S. Flacks, the Hebrew Christian who has during the past few days been speaking from the Old Testament at special meetings at the Union Church Hall, formed the subject of an address by him at the same place yesterday evening.

In opening, Mr. Flacks drew an analogy between Naaman, captain of the Syrian host, mentioned in the Book of Kings, and himself. Mr. Flacks' captivity concerned his position in the 'labour world,' in which he belonged. Naaman's hostility towards the Jews of his day corresponded to the speaker's in-born and inbred contempt and hatred for Christ and Christianity. The persecution of the Jews in his native land, Poland, being exceedingly bitter, Mr. Flacks, in early youth, migrated with an elder sister to America, having been preceded thither by his father; and later, by dint of hard work and unselfish privations, sufficient funds were made up to bring the remainder of the family to the land of their adoption.

In America.

America, however, was not heaven. After working some time in New York City, earning only a very small wage, Master Flacks decided to strike out on his own; and investing in a stock of trinkets, paid his train fare with the 43 cents left in his pocket, to a country place in Pennsylvania, there to peddle his wares. He remained a peddler until, arriving in Missouri, he sold all he had and for \$500 apprenticed himself at a tailoring establishment. He quickly learned the trade, and having perfected his knowledge of the work, was one day startled by an invitation from the proprietor to join him as partner without the initial investment on his part of a single dollar. Satisfying himself that the offer was genuine, he joined in the partnership, and in a short time his skill in the business was reflected in enormous profits.

The speaker said he had then become a prosperous man and was perfectly satisfied with life. He was making money hand-over-fist, possessed a lovely home, and was well-established in society. The thought of God did not trouble him much, although he humorously remarked that church bells disturbed him to the extent that his sleep would be disturbed on Sundays when he would be in bed late in

the morning after a Saturday night's ball.

Gipsy Smith—Opera? In the midst of his prosperity, continued Mr. Flacks, he was one day approached by a young lady assistant in his establishment, who entreated him to attend an address by the famous evangelist, Mr. Gipsy Smith, who was then about to conduct a series of meetings at St. Louis. Mr. Flacks did not at first understand what was meant, and thought that it was a new opera, styled "Gipsy Smith," which was coming to town, and which he was being invited to see. When it was explained to him that it was otherwise, he expressed his pity that the assistant should have any interest in the subject, and had no mind to acquiesce in her request; but, realising that a satisfied worker produces good results, and with the eye to business characteristic of his race, Mr. Flacks finally consented to go and hear the evangelist.

Mr. Flacks went on to humorously describe his first visit to the Coliseum in St. Louis, admission to which he expected would be on payment of a fee. Fearing that he might be thrown out if he should be recognised as a Jew, he had not a little misgiving while entering the building, and, having got in, seated himself in the least conspicuous corner next to the staircase in the top gallery. Mr. Gipsy Smith's plainness made such an appeal to him that he attended the meetings on seven consecutive days. But, Mr. Flacks remarked, although hundreds of persons present at the meetings were trained for personal work in the Gospel, not a single one among them broached the subject of the Gospel to him personally during the whole week of meetings. He had despised Christians as unrighteous, but now he came to regard them as hypocrites as well.

Conciliatory. Mr. Flacks said he then returned to his usual evening pastimes, but one day while on his way to a card party he was thrilled by the sound of the beautiful music from the Coliseum and could not resist going once more to hear it. The building was packed to its full capacity, the congregation numbering approximately 18,000 persons, 17,999 of whom he regarded as silly, women and simple-minded men, and the remaining one, who alone was wise and righteous, occupied his seat.

MISCELLANEOUS

Will anybody take care of Two Cats during absence of owner who is going home on leave? If required at owner's expense. Apply Box No. 554, c/o "China Mail."

HARBOUR DISASTER.

CARGO JUNK SINKS WITH 2,000 TINS OF OIL.

TWO CHILDREN DROWNED.

A large cargo junk, with 2,000 tins of peanut oil on board, foundered in the harbour yesterday afternoon owing to the heavy load she was carrying. At the time of the disaster, the junk was passed by the s.s. "Sui Tai," and it was believed that the wash from this ship caused the junk suddenly to list over and turn turtle. Those on board the junk were rescued by sampans, which immediately pushed off from the Praya as soon as the accident was noticed, but in spite of this prompt action, two grand-daughters of the junk master, aged 5 and 5 years, respectively, were drowned. The oil, which was owned by the Kwong Woe Hing shop and was being taken to the s.s. "Chaksang," was saved.

cupied his seat! He was soon attracted, however, by the appearance close to his seat of a bright and intelligent-looking young man. He thought there was now another wise and apparently righteous man, although a Christian, in the vast congregation, and complimented himself at the idea that a man of his intelligence had attracted to him one of like intelligence.

Shock and Recovery.

The two soon came to speak with each other. The new acquaintance addressed Mr. Flacks the question: Are you a Jew? This came to him like a bolt from the blue. He believed his end had now come, and, that, having been discovered to be a Jew, he would be instantly ejected from the building. He became exceedingly embarrassed, and it was some time before he recovered his equilibrium and plucked up sufficient courage to admit that he was a Jew. His fears, however, were soon allayed, and the enquirer asked if he was a Christian Jew. This sent him into spasms, said Mr. Flacks, for he had never heard such a ridiculous question. To his mind, a Jew and a Christian were two entirely different persons, and he ridiculed the suggestion that they could both creep into one skin.

Further Addresses.

The account of Mr. Flacks' conversion will appear in a later issue. The incident and persecution which followed as a result of his conversion are being told by Mr. Flacks at the Union Church Hall at 5.30 this afternoon and on Friday at the same time.

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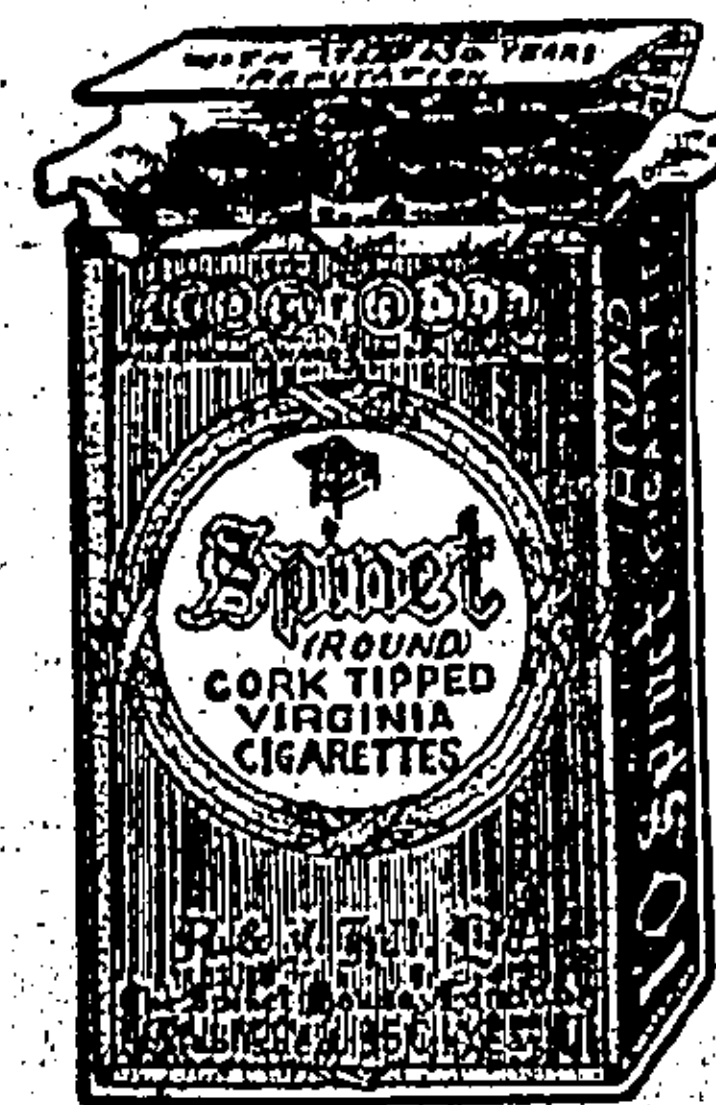
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PARROT

LOCAL AND GENERAL SOCIAL AND PERSONAL.

A batch of Nationalist soldiers who were disarmed by the Japanese during the Tainan affair were to have been brought to Shanghai last week.

A master and a mistress of cargo boats were each fined \$5 for causing an obstruction on the waterway inside Yaumati Typhoon Shelter.

A minor collision occurred on the Shanghai-Nanking Railway last Wednesday morning and slightly damaged a locomotive. There were no casualties.

Mr. T. Funatsu, formerly Consul for Japan at Shanghai and who is now Director-General of the Japanese Cotton Mill Owners Association, left for Japan last Saturday.

A Chinese, living at No. 8, Square-street, was yesterday removed to the Government Civil Hospital suffering from scalds, received as the result of a pot of boiling water bursting in the kitchen.

The Gardening Section of the British Women's Association, Shanghai, are proposing to hold a dahlia show about the third week in October, at which members of the American Women's Club are invited to exhibit.

Mr. H. M. McTavish, an official of the Hong Kong Football Association and a bowls skipper of the East Point Recreation Club, left on the a.s. "Antar" yesterday, with Mrs. McTavish and their two children, for a holiday in England.

In connection with the "lucky wheels" case reported yesterday, it was inadvertently stated that the management of the Lee Gardens were summoned for running the games. This was not the case, the defendants in fact being stallholders at the Gardens.

Geneva, Yesterday.—The Labour Conference has adopted the report of the committee on the prevention of coupling accidents on railways including the resolution requesting the labour office to appoint a joint committee of twenty-one persons representing the governments, employers, and workers to enquire into the whole question.—Reuter.

Mr. and Mrs. Harry E. Edmonds, Directors of the International House of New York, who arrived from the United States, were entertained at a dinner at the China United Assurance Company, Shanghai, on June 11. The dinner was given by Dr. Herman C. E. Liu, President of Shanghai College, Miss Dorothy Wang, Mr. Jerome Liu, Mr. D. S. Yui and Mrs. C. H. Chun and others.

Geneva, Yesterday.—The Labour Conference unanimously adopted a resolution by Mr. Chaman Lal (Indian Workers) delegate, supported by the Japanese Workers' delegate, Mr. Yonekubo, requesting the Labour Office to investigate the industrial housing and general living conditions of workers, with a view to the placing of the matter on the agenda at an early session of the conference.—Reuter.

The master of the steam launch K.10 was charged at the Marine Court yesterday, before Commr. J. B. Newill, D.S.O., R.N., for using an unlicensed steam launch and for using steam launch that had been unsurveyed. Defendant pleaded guilty. His Worship fined him \$25, with the alternative of three weeks' imprisonment on the first charge, and \$30, with the alternative of one month's imprisonment, on the second.

Acting in accordance with instructions from Nanking, the Gendarmerie Commissioner has issued an order forbidding his men to demand funds from local organisations. The order says that the Ministry of Finance is the organization authorized to deal with the distribution of military funds and that those attempting to secure money locally, without permission, will be punished according to military law.

Dr. Charlesworth P. Rakusen, according to advice just received, has been elected a member of the Gamma Chapter (New York) of the Beta Sigma Kappa, an honour fraternity, whose membership is limited to international leaders only in the field of optical science. Dr. Rakusen's election was due in part to the publicity obtained for optometry in China and by the publication of "As Others See Us," a book on eyesight and optics also containing distinguished testimonials to optometry and Dr. Rakusen's services. This was favourably reviewed in the "Optical Journal," which devoted a full page article to Dr. Rakusen's achievements.

About 100 recruits left the Shanghai South Station for Nanking last week.

Messrs. Lammert Bros. are auctioning an Austin "seven" at the Man Lee Repair Garage, Percival-street, on Saturday, at 12 noon.

According to the "Sinwanpao," the father of Marshal Sun Chuan-fang has been arrested by Nationalist troops and removed to Tainan.

At Tin-Lok-lane a barrel of tar caught fire near a house yesterday. The Fire Brigade turned out and the flames were soon extinguished, no damage being done to property.

Mr. A. Sadoine, Commissioner of Chinese Maritime Customs at Pakkai, the port of Kongmoon, has gone on three months' holiday and his place is being taken by Mr. H. W. Hosking.

The Institution for the Chinese Blind, Shanghai, acknowledges the receipt of a gift of \$20 from the pupils of the Union Church Sunday School (western branch) per Mr. T. Lavington.

Before Mr. W. Schofield, at the Kowloon Magistracy yesterday, the owner of a plot of ground in Taitan-street, Shamshui, was summoned by Sanitary Inspector A. C. Sinton for failing to destroy mosquito larvae on the premises. His Worship fined him \$25 and ordered that the nuisance should be removed within a fortnight.



Capt. George H. Wilkins, photographed just before he left for the Arctic, where he and Carl Ben Eielson flew from Point Barrow to Svalbard. When the ice breaks up, they will ship to Norway and then to the United States.

Remarkable results were again achieved by the Eastern Extension, Australasia & China Telegraph Co. in sending out the result of the Derby. The times taken were as follows:—

Between		
London and Egypt	5 sec.	
" " India	8 "	
" " S. Africa	5 "	
" " Australia	30 "	
" " Straits	20 "	
" " China	60 "	
" " S. America	8 "	

A Nationalist Army officer was charged in the Provisional Court Shanghai, last Saturday, with disorderly conduct in the Y.P.S. Hotel ballroom, Thibet Road, when under the influence of liquor he caused a commotion in the ballroom by drawing his pistol. His attempts at fox-trotting caused a furor, but the dancers and spectators' laughs soon faded away when he became angry and drew his pistol. The officer's friends, however, held him in check, but the police had been called in the meantime, and he was arrested. Accused told the Court that when he drew his pistol he only meant it as a joke, but the Court thought otherwise and he was fined \$20, while the pistol was ordered to be confiscated.

A perfectly good cock-and-bull story was told in the Provisional Court, Shanghai, says the "N.C. Daily News," before Judge Keh and Mr. Van den Berg, when a Chinese, describing himself as a farmer, was charged with having been found in the premises of the Yui Fong Cotton Mill, 98, Yang-tzepoo-road, at 2.30 a.m. for an unlawful purpose. Accused was seen by the watchman to jump over the wall, and when he was arrested, said that he had done so in order to catch some birds. Accused told the Court that he was formerly employed at the mill, and that when landing a fish he fell over the wall. That was why he climbed over the wall, but the detective stated that such a feat was impossible for a fish. Accused's defence did not convince the Court for he was sentenced to six months' imprisonment.

According to telegrams to the Chinese press, two southern agents were killed and five others were arrested in an attempt to blow up the Mukden Arsenal.

Nanking has informed Gen. Chien Ta-chun that the Bandit Law will be enforced for at least six months more. It is reported in the Chinese press.

It is estimated that six million passengers were carried by London General omnibuses on a recent Saturday, the highest number of passengers ever carried by the fleet on any one day.

Villagers in the Shanghai outlying districts have started a campaign to petition the gods to send more rain, as none has fallen for many days past and the crops are suffering as a result.

During the 24 hours last week the Shanghai Municipal Police arrested 46 persons, of whom 15 have been identified by the fingerprint department as having been in custody on one or more previous occasions.

A bomb was discovered on an empty lot at Tai Pei-road, Canton, on Tuesday. Following the discovery, the police made a thorough investigation of the vicinity, but failed to find any clue that could lead to discovery of the owner of the explosive.

Col. Thunder of the Northamptonshire Regiment left Shanghai for Nanking by the C.N.S. "Weichow" last Saturday night. He is making an inspection of the detachment of his battalion stationed there, and will probably be away until the middle of the week.

Expensive dresses of the latest Paris fashion will be worn by Mlle. Eleanore Ninon who, with her partner Leo Mantin, will appear nightly at the Queen's Theatre at the 9.20 p.m. performances until Saturday. Mlle. Ninon's wardrobe is valued at nearly 1,000,000 francs.

Gen. Chiang Kai-shek (says the vernacular press) has ordered the different military commanders to keep a strict watch for persons posing as officers of the Nationalist Army, as, he says, certain persons are known to be attempting to create trouble by pretending to be such.

Local Anhui residents have sent delegates to Nanking to appeal to the Government to appoint a strong military leader for their province who is capable of suppressing the bandits, as they say, the latter are creating havoc in Anhui. A meeting was to be called to consider the matter.

More than 1,400 employees in the Shanghai second-hand shops, who struck on May 29, resumed work on the 8th inst. the proprietors, having, it is understood, agreed to pay \$120 each to two aggrieved persons, to pay \$4 strike pay to each employee, to permit working hours from 9 a.m. to 10 p.m., and not to dismiss anyone because he went on strike.

At 8.30 p.m. last Wednesday, five armed men entered 84 Cunningham-road, Shanghai, and intimidated the inmates. After they had obtained \$38, some one raised an alarm, whereupon they decamped, when outside they fired at random and severely wounded a richa coolie, making their escape without hindrance. Several hours later seven men, of whom three carried pistols, stole \$73 from 221, Kwangse-road.

It is reported that a new armoured car has just been received by the Canton Government from Europe. This car was put under severe tests by members from Garrison Headquarters, many shots being fired directly at it, states the "Canton Gazette." The car's protection proved bullet-proof and eye-witnesses of the tests expressed approval and satisfaction with the usefulness of the new car. It is understood that the Municipal authorities are considering purchasing more of these cars, but a further series of tests will be carried out before any decision is made.

Mr. J. Marie Davis, General Secretary of the Institute of Pacific Relations, who is in Shanghai en route to Peking, was entertained at a dinner by the China Council of the Institute at the Bankers Club. Following the luncheon, Mr. Davis spoke briefly on his recent trip to Europe and also on the greater programme that the Institute proposes to undertake for the coming year. The next conference of the Institute, he said, will be held in Kyoto, Japan, early in October. The meeting was presided over by Dr. Davis, Z. T. Yui, General Secretary of the National Committee of the Y. M. C. A. of China, and Chairman of the China Council of the Institute.

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**A WEEK'S PAPERS
IN ONE**

**"OVERLAND CHINA MAIL"
ILLUSTRATED.**

**CHINA NEWS, LOCAL NEWS,
AND ALL THE NEWS**

SEND IT HOME!

Much of what is in the "Overland China Mail" this week will make the kind of reading about China, which Westerners like best.

There is that will of several lakhs of dollars left by a Chinese warlord. The series of attempted assassinations on Baron Tanaka, the Japanese Premier, and on General Chang Tsung-chang at Tientsin.

Marshal Chang Tso-lin has been dead and alive again following the bomb sensation at Mukden; at least, it is known that he is wounded. Then there was some further bombing near Japanese premises in Mukden.

The continual sniping of British merchantmen on the Upper Yangtze River—about a thousand miles up—will also stir the imagination of people at Home.

Closer to Hong Kong, there has been the tragedy of the "Kochow," full reports of which appear in the "Overland."

All developments in North China, what has occurred at Peking, Tientsin elsewhere, the withdrawal of Britons and other foreigners from mining and other zones—these are all described in the "Overland."

What is more, the "Overland China Mail" is the only weekly summary of Hong Kong and China news which is illustrated—profusely illustrated with photos of current events and personalities. Do not forget to send a copy Home. It tells how you are faring here, and it will save writing several letters.

WHEN YOU GO ON LEAVE.

Hong Kong's spring exodus has begun. Are you going Home on leave this year? If you are, you will be surprised by the number of persons who will ask you about China and Hong Kong. You will be astonished at the number and type of silly questions put to you in all good faith. And you will have to admit reluctantly (if only to yourself) that you are not quite certain. Will you be believed, though? Keep in touch with Hong Kong and China by having the "Overland China Mail" sent to you for a stipulated period.

By spending a little time while you are on holiday, you can keep yourself well informed if you have the "Overland." The articles which you will seek are written to help non-Chinese to understand. In any case, you will not regret, from your own point of view, being posted with the main developments (reported in brief) while you are away.

READY TO-MORROW.

Mails close as follow:—

Via Suez at 9.30 a.m. on Saturday.
Via Siberia at 6 p.m. on Friday.

SINGLE COPY 25 Cents.

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"THE OVERLAND CHINA MAIL"

Sport Columns

KNOCKOUTS!

MANY ONE ROUND TRAGEDIES.

AMATEUR NONSENSE.

[By John Fearless.]
Jack Sharkey's dramatic one-round win over the supposed formidable Jack Delaney provided a shock for American sportsmen. A cable message announced that Sharkey won! Was it because of the surprise, or on account of genuine sympathy with the stricken Delaney?

Sentiment plays a big part in fights, but I prefer the man who glories in his decisive victory. Fighting is a man's game, and there should be the dignity of triumph and not weeping. Writing from memory I can readily recall many one-round tragedies: Gunner Mott's debacle when the burly Yorkshirer Iron Hogue beat the then British champion in jiu-time at the N.S.C. This lightning victory made fight followers dubious about paying big prices to see heavyweights in action.

One of the most sensational one-round successes was gained by Georges Carpentier when he pulverised Bombardier Billy Wells in less than a round at the N.S.C. before a Society crowd.

Why Driscoll Was Furious.
And I can see with my mind's eye the distress of Jim Driscoll, who was furious at the blow sustained by British boxing. The son of a famous noble sportsman threatened to put Driscoll out of the building. A writer on boxing says that the young aristocrat would have performed the job.

I am sorry for that writer's ignorance. He evidently did not know Driscoll. Fancy an amateur with no record of fights in the ring attempting to act as "chucker-out" at the expense of the greatest boxer the game has produced!

So much for the wish being father to the thought. It reminds me of the argument frequently advanced by the highbrow critics that John Hopley, the well-known varsity heavy-weight, would have beaten any fighter in the world, including Tommy Burns and Jack Johnson, which is unadulterated nonsense.

A Strange Decision.
Hopley was undoubtedly a powerfully-built athlete, but he did not win an amateur championship—he might have done had he competed—and he lacked experience.

Johnson would have played the cat-and-mouse act with him, just as did Lieut. Courtis when he boxed Lieut. Capper in the recent amateur championships. Courtis won from here to New York and back, but he did not receive the verdict!

Kid Lewis was knocked out by a fighter named Duke Lynch in one round at the N.S.C. The Hebrew fighter was not disturbed, because he eventually won a World's Championship, just as did Jack Dempsey, who was sent into "sweet, dreamy, dreamland" by Jim Flynn in less than a round when Dempsey was climbing the ladder of fame.

Still, this awkward occurrence did not prevent Dempsey from becoming one of the most colourful champions in the world's boxing history.

Not many months ago Mike McTigue, native son of County Clare, Ireland, was thoroughly thrashed inside a round by Mickey Walker. Yet McTigue was considered to be a master of perfect defence!

Costly "Carp."

And I always remember the late Mr. "Peggy" Bettinson telling me how shocked he was when the supposed invincible Pedlar Palmer was knocked "dead as a door-mat" in a few seconds by Terrible Terry McGovern. Mr. Bettinson and sponsored Palmer to America—a rare business in those days—only to see the supposed "box of tricks" being spread-eagled in double-quick time by a natural fighter!

We must not forget the one-round victory which Tom Heeney gained over Boston Jim Maloney in New York last September. That was the coping stone upon which Heeney established his claim as a contender for World's Championship honours.

History records that Dal Hawkins knocked out Martin Flattery in four seconds at Carson City, Nevada, in 1897; that Battling Nelson licked William Rossler in two seconds at Harvey, Illinois, in 1902. One must feel sorry for the fight fans who paid the highest prices for the "privilege" of watching these so-called big fights.

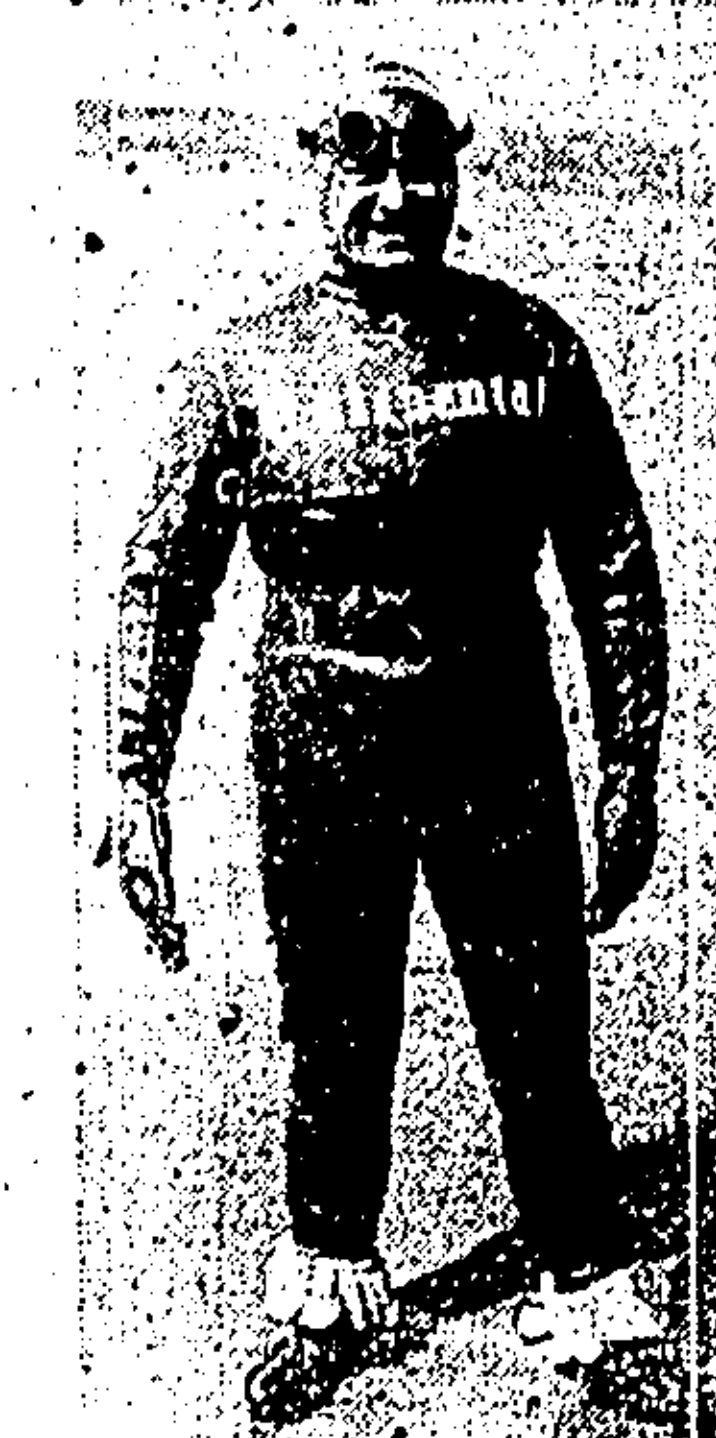
We all know the story of the man who paid thirty guineas for a chair to see Joe Beckett and Georges Carpentier at Holborn Stadium. He had arrived just as the men were "in the ring," and

SHANGHAI C.C.

CAPT. BARRETT ELECTED PRESIDENT.

GIFT TO FORMER SECRETARY

Capt. E. I. M. Barrett presided at the annual meeting of the Shanghai Cricket Club, held in the Pavilion, and there was a fair attendance of members. The Chairman commented favourably on the report of the past season and said he thought the club had every reason to feel satisfied with what had been accomplished. He particularly congratulated them on the improvements made to the pavilion, which had made it a place that really could be used by the members, instead of being practically open to all-comers. Though it was primarily a cricket club, he did not think the tennis players would say they had not been catered for. It had been a great privilege to entertain the Hong Kong Interport team re-



Otto Kemmerich, German long distance swimmer, who by staying in the water 46 hours, set a new world's record, beating the record set by Mrs. Lottie Moore Schommel, of New York, who stayed in the water 22 hours.

cently. The visit produced a close and interesting game and in general afforded the club great pleasure.

The report and accounts were passed, and Capt. Barrett was elected President and Mr. H. W. Allison Vice-President.

Capt. Barrett said he very much appreciated the honour, for he had always had the club very much at heart. He promised to do the best he could for tennis players as well as cricketers, and he would be prepared to give every consideration to lawn bowlers.

The members agreed with acclamation to Capt. Barrett's proposal to elect Mr. G. M. Billings an honorary life member, as a mark of appreciation of the great amount of work he had done for the club.

A member drew attention to the hard courts, which he suggested had not been a very good investment, nor were they particularly good to look at. He suggested they should be restored to grass and used either for tennis courts or bowling green.

Capt. Barrett said it had been agreed in committee that the hard courts had not been a success and the committee had considered that that should be done. A bowling green had been suggested, but it was understood that there was much opposition amongst the younger members to such a change. The new committee would take up the subject.

The following committee were elected:—Messrs. E. G. Barnes, P. Carr, G. S. Dunkley, G. F. Forshaw, R. Grimshaw, D. W. Leach, N. F. Meyers, and Dr. W. E. O'Hara.

OLYMPIC SOCCER.

URUGUAY BEAT ARGENTINE IN FINAL.

Amsterdam, Yesterday. Before a packed Stadium the replayed Olympic soccer final resulted in Uruguay (holders) beating Argentina by two goals to one—Reuter.

While he was putting his hat under the seat the "fight" was all over. Yet a record house filled Olympia when Carpentier repeated the trick.

It was a costly business for many friends of mine. And I should not like to tell the world what that particular match cost me in coin of the realm.—Athletic News.

THE FARMERS.

AMERICAN POLITICAL ISSUES.

REPUBLICAN POINTS.

Kansas City, Yesterday. The most formidable obstacle to the efforts of the Republicans to compose a suitable programme lies in the demands of the farmers, who are disgruntled at Pres. Coolidge's action in vetoing the Farm Relief Bill. The farmers demand the lowering of the tariffs on farm necessities.

The convention yesterday was enlivened by a number of demonstrators attired in overalls and beehive straw hats, who endeavoured forcibly to enter the hall and present the farmers' claim to the Convention. Police restrained them with difficulty after drawing truncheons.

New York, Yesterday. Now that Mr. Hoover's nomination as the Republican candidate for the Presidency seems a foregone conclusion, interest is centring on the Vice-Presidency, in connection with which General Daves and Mr. Houghton, the Ambassador at London, are frequently mentioned.

It is possible Mr. Hoover's followers will support Mr. Houghton in order to conciliate the New York delegation, of which Mr. Houghton is a member.—Reuter's American Service.

OSCAR SLATER.

DECIDES NOT TO APPEAL.

London, Yesterday. Oscar Slater is reported to have decided to abandon his appeal as a sequel to the ruling of the High Court of Edinburgh that he would not be allowed to give evidence.

Sir Arthur Conan Doyle, who for many years championed Slater's cause, in an interview said that Slater was terribly disappointed because he was not allowed to give evidence.

Sir Arthur is of the opinion, that Slater's brain is almost turned by what he has undergone. Sir Conan Doyle is making every effort to induce Slater to change his mind; meanwhile, Slater's counsel, interviewed, denied knowledge of the new decision.—Reuter.

The Bureau of Public Health for Greater Shanghai has issued an order for the registration of all dairies in Chinese territory and for the regular examination of the milk they supply. This step is being taken in view of the fact that much milk is supplied which is unfit for human consumption and contains either water or germs.

BANISHEE'S YARN.

CAME DOWN TO FIND HIS KIDNAPPED CHILD.

NEW VERSION.

Banished from the Colony in February, 1925, for five years, a Chinese was this morning, at the Kowloon Magistracy, formally charged with returning to Hong Kong before the expiry of the sentence.

It appears that on the 6th inst., the defendant landed in Hong Kong from Canton, and some days later was recognised as a returned banishee. He was arrested, and yesterday morning appeared in court, when the case was remanded to allow further investigations by the police.

Defendant stated that he had returned to the Colony to find his little son who had been kidnapped and that through the help of a friend the missing lad was found on the day before accused had been arrested.

On cross examination, it was found that the lad had been recovered a month before the accused came to Hong Kong, the banishee admitting to His Worship, that he came down to see the child.

His Worship: Why did you come down. The child could have been sent to you.

Defendant: I had no money to have him sent to me.

His Worship: You had no money to have him sent to you, yet you had some to come down yourself?

His Worship came to the conclusion that defendant's story was untrue, and that he came down for "some other and deeper motive." In sentencing defendant to 4 months' hard labour, Mr. Schofield ordered him to be deported at the expiration of the sentence.

WIRELESS.

EXTENDED TO YANEA AND UGANDA.

London, Yesterday. The Postmaster-General (Sir W. L. Mitchell Thomson, Bart.) announces that direct wireless service between England and Kenya and Uganda will be opened on June 15.—British Wireless Service.

THE S.S. "MATANG."

Trials of the s.s. "Matang" over the usual measured mile had not been completed when the "China Mail" went to press to-day.

This vessel has been built and engine at Talkoo Dock for the Straits S.S. Co. Details follow:—Steel twin screw steamer, 1,360 tons gross, and 740 tons net, 250 feet length, 42.5 feet beam, and 12.5 feet depth. She is fitted with triple expansion engines and adapted also for liquid fuel.

A WORKER.

TRIBUTE TO PING PONG CHAMPION.

LITERARY ASSOCIATION.

The annual meeting of the Modern Literary Association was held at the Association House, Calne-road, on June 12 when Mr. T. K. Cheng, M.A., presided over a large gathering of members.

Commenting upon the accounts, the Chairman pointed out that the income of the Association showed an increase in every item, and that the Association was in a very sound financial position.

Referring to the offices of the Association Mr. Cheng said that Mr. Lau Wei-lan who was their Chairman a year ago had gone to join political lines in Nanking, and his loss was a real one to the Association. The thanks of the Association were also due to Mr. Ng Tai-ping, the Association's Honorary adviser, to whose personal interest and labours the improvements in the course had been largely due. Mr. Cheng was proud to mention the fact that Mr. Ng Tai-ping has deservedly won the title of Colony's Ping Pong Champion and that it was this "eminent ping pong star" who had been responsible for the encouragement of Ping Pong Game in the Colony.

In the past, Mr. Cheng said, they had done honour to those who had served the Association by presenting them mementoes, and he suggested to the meeting that such an honour would be very appropriate in Mr. Ng's case. It was not an honour that should be lightly given, but he felt sure that every member would agree that in this case it had been thoroughly earned. (Applause.)

A motion by Mr. Cheng, seconded by Dr. S. F. Lee, that a silver shield should be presented to Mr. Ng Tai-ping as a souvenir, was unanimously carried.

The Ping Pong Champion thanked the members for the honour they had done him. He said the little he had been able to do for the Club had given him a very great amount of pleasure, and he acknowledged the great assistance he had received from members of the Committee.

After the reports and accounts had been confirmed the officers for the ensuing year were elected as follows:—Chairman: Mr. Ng Tai-ping; Vice-chairman: Mr. Lai Woon-cheung; Hon. Secretary and Treasurer: Mr. Wu Min-chao; Hon. Adviser: Mr. Wong Tin-shak, LL.D.

According to a vernacular newspaper report, Wong Him, the notorious communist, who was arrested, tried and ordered to be deported was sent back to Canton on the 12th.

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Bank, on demand	2/- 7/16
Bank 30 day's sight	—
Bank, 4 months' sight	2/- 5/8
Credits, 4 months' sight	—
Documentary 4 months' sight	—
On Paris	1262 1/2
Credits, 4 months' sight	—
On Berlin	—
On New York	49 1/2
Credits, 60 days' sight	—
On Bombay	135 1/2
Wire	135 1/2
On Calcutta	135 1/2
On demand	135 1/2
On Singapore	—
On demand	90 1/2
On Shanghai	75 1/2
80 day's sight (private paper)	—
On Yokohama	106 1/2
Gold Leaf, 100 fine (per tael)	—
Sovereigns (Bank's buying rate)	27 1/2
Silver (per oz.)	27 1/2
Bar Silver in Hong Kong	5% prem.
Chinese Copper Cash nom.	—
Chinese Copper Cents 6% prem	—
Rate of Native Interest	7% p.a.
Chinese Sub. Coin	93 1/2% dis.
Hong Kong Sub. Coin Far.	—

LONDON EXCHANGES.

London, Yesterday.	
Paris	124.20
New York	4.88 3/32
Brussels	34.94
Geneva	25.33
Amsterdam	12.10
Milan	92.85
Berlin	20.43
Stockholm	18.19
Copenhagen	18.19
Oslo	18.22
Vienna	34.705
Prague	164 1/4
Helsingfors	194
Madrid	29.37
Lisbon	2 9/32
Athens	37 1/4
Bucharest	805 29/32
Buenos Aires	47 11/16
Bombay	1/5 15/16
Shanghai	2/8 1/2
Hong Kong	2/8 1/2
Yokohama	1/10 1/2
Silver Spot	27 1/2
Silver Forward	27 7/16

STANDARD TIME.

SUNRISE AND SUNSET IN HONG KONG.

Sunrise and Sunset in Hong Kong during June, 1928, standard time for the 120th meridian, East of Greenwich, is as follows:—	
Sunrise	Sunset
14	5.38 a.m.
15	5.38 a.m.
16	5.38 a.m.
17	5.38 a.m.
18	5.38 a.m.

THE SHARE MARKET.

Stock	Hong Kong Stock Exchange.
T.T. on London	2/- 3/4
T.T. on Shanghai	75 1/2
Bank	—
Hongkong Bank	11290 n
do. Lon. Reg.	112 1/2 n
Chartered Bank	221 1/2 n
Mercantile A. & E.	435 n
do. C.	214 1/2 n
P. & O. Bank	49 1/2 n
Bank of East Asia	75 n
Insurance	—
Canton Insurance	6015 n
Union Insurance	3390 n
North China Insurance	7142 n
Yangtze Insurance	550 n
China Underwriters	230 b 2 1/2 s
China Fire Insurance	3230 n
H.K. Fire Insurance	3740 n
Shipping	—
Douglas	387 n
H.K. Steamboats	329 n
H.K. Tugs & Lighters	330 n
Indo-China (S.S.)	330 n
do. (Daf.)	380 n
Shell Transport	367 1/2 n
Water-works	320 1/2 n
Mining	—
Benguet	31 1/2 n
Kailash Mining	32 n
H.K. Tugs & Lighters	330 n
Langkate (Combined)	112.20 n
do. (Single)	75.90 n
Shanghai Explorations	72.30 n
Shanghai Loans	73 1/2 n
Rauha	34 n
Troms Mines	17/8 n
Docks, Wharves, Godowns, &c.	—
H.K. & W. Wharves	132 n
H.K. & W. Docks	340 1/2 n
China Providents	55.10 b 5/8 s
Hongkong	—
New Engineering	75 n
Shanghai Docks	1107 1/2 n
Cotton Mills	—
Ewo Cottons	18.60 n
Oriental Cottons	12.20 n
Shai Cottons (Old)	11.60 n
do. (New)	12.74 n
Lands, Hotels & Bldgs.	—
H.K. & S. Hotels	30.35 n
Hongkong Lands	305 1/2 n
Shanghai Lands	1185 b 187 s
Hampshire Estates	314 1/2 n
Hongkong Realities	38 1/2 n
H.K. Territorials	—
Prince's Buildings	—
Public Utilities	—
H.K. Tramways	24.60 b 25 s
Peak Tram (old)	12 1/2 n
do. (new)	38 n
Star Ferries	364 1/2 n
China Lights (comb.)	—
do. (old)	111.85 n
do. (new)	111.70 n
do. 1928 issue	112.60 n
H.K. Electric	372 n
Macao Electric	324 n
H.K. Telephones	35 1/2 b 6 s
China Buses	39 n
Singapore Tramways	10/9 n
do. Pref.	17/8 n
Industrials	—
China Sugars	2.60 b 2.80 s
Macao Sugars	324 n
Canton Ice	33 1/2 b 3/4 s
Comests (comb.)	34 b 9 1/2 s
do. (old)	31 n
do. (new)	31 n
H.K. Lopes (old)	37 n
do. (new)	31.90 n
United Asbestos	310 n
Slores, &c.	—
Dairy Farms	22 1/2 n
Watsons	314 n
Der A. Wings	50 cts. n
Fene, Crawfords	33 n
Jackdaws	320 n
Singapore	32 1/2 n
Wm. Fawcett	33 n
Miscellaneous	—
H.K. Amusements	329 1/2 b 31 s
H.K. Constructions	31 1/2 n
B. Ind. G. Bonds	34 1/2 n
H. K. G. Bonds	4% Prem. n

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\$1.00 a Yard.

PLAIN COLOURED VOILES

75 cts. a Yard.

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\$1.75 a Yard.

STRIPED ZEPHYR SHIRTING

50 cts. a Yard.

FANCY CHECKED & SPOT TOBRALCO

50 cts. a Yard.

FANCY COTTON GEORGETTE

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FANCY STRIPED POPLIN

40" wide

\$1.00 a Yard.

One Piece Only BLUE VIYELLA FLANNEL

To clear

\$1.00 a Yard.

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In the Stock Machine Trial for standard machines selected from stock by A.C.U. officials B.S.A.'s won

**4 GOLD MEDALS and
TEAM PRIZE**

DUNLOP TROPHY

Premier Award in the M.C. and A.C. Dunlop Trophy Trial won on B.S.A. 4.93 h.p. O.H.V. (W. Johnson)

Also won on B.S.A. in 1926.

B.S.A.'s won the
**COLMORE
CUP**

2 years out of 3—in
1926 and 1928

In the Victory Cup Trial
B.S.A.'s won

**Frank Hallam Cup
Watsonian Team Prize**

For 2nd year in succession
6 GOLD MEDALS

In the Paris-Nice Trial B.S.A.'s won
TEAM PRIZE

for 5th year in succession and
3 GOLD MEDALS.

In the recent A.A. Silence Test, every one of the 15 models in the B.S.A. range (including 2 O.H.V. specially tuned models) was tested by A.A. engineers and awarded the A.A. Silencing Efficiency Certificate.

Write for Catalogue.

THE SINCERE CO., LTD.

Sole Agents.

RIGOROUS TEST.

CHRYSLER ENGINEERS' DESCRIPTION

"ROAD SHOCK MACHINE."

What is described as the most terrific punishment ever meted out to an automobile is the "road shock test" given to Chrysler cars on a specially constructed testing machine developed by Chrysler engineers.

These engineers explain that the plan was devised because they had long felt that outdoor open road tests, given to determine the ability of chassis, motor supports, body and other parts of the car to hang together, were entirely inadequate to meet Chrysler standards. It was because of the limitations of outdoor testing that the new machine was developed, and it is unique in its application to this type of work.

With this new device two elementary features are possible of attainment, the engineers explain.

First, the subjecting of the car to an enormous mileage of severe road shocks within the space of a few hours, a feature held to be impossible in roadway testing, because no driver could physically stand the continuously severe abuse and still record the vital performance details while the car is in operation.

Second, and regarded as more important, is the fact that Chrysler can exaggerate the bumps of an ordinary rough road from an equality to 40 or more times their normal severity. It is impossible for an owner to conceive of a car being driven a distance equivalent to the normal season's mileage over roads 40 times as rough as those he will travel, and all within the space of a comparatively few hours. Yet this is what the Chrysler road shock test was designed to do in order to overcome the physical handicaps of highway testing, since the latter is inflexible and calls for a long-drawn-out period of time for completion of such a test.

In this test the car is driven into a machine in which are mounted eight specially constructed rollers in pairs. The distance between the corresponding pairs of rollers on each side is adjusted so that each of the front and rear wheels of the car rests on two rollers.

The power required to drive the testing machine is furnished by the car itself through the rear wheels. As the rear wheels rotate between two pairs of rollers, specially constructed gear connections operate the forward rollers. Through this means the front wheels of the car are rotated exactly as though they were operating on the road and at a speed equivalent to that of the rear wheels, paralleling highway driving.

Mounted on all rollers are irregularly spaced, raised metal cleats which severely bump and toss about the entire car, exaggerating the effect of driving over the roughest of roads. With this machine, the intensity and frequency of this terrific pounding and wracking can be continued indefinitely and can be exactly duplicated day after day. Automatic controls attached to the throttle make possible an irregularity of acceleration and deceleration that assists in producing a wide range of driving over these bumps. No owner will subject his car to such punishment in hundreds of thousands of miles. So uneven are these cleats and so exaggerated their effect that the wheels of the car are tossed about like a chip upon a rough sea.

It is claimed for the road shock machine that there is not a single unit in the entire car which is not severely tested under these conditions. Front axle, steering assembly, wheels, springs, body, chassis, engine, mountings, and every rigid and semi-rigid assembly is subjected to terrific abuse. It is argued that if these parts will stand up under this exaggerated hammering for hours after hours, then Chrysler cars must certainly stand up under the most severe conditions met on the highway.

It is interesting to note that the Austin Motor Co., Ltd., of Birmingham, recently despatched their 10,000 7 h.p. car overseas. This proves undoubtedly that this model is becoming a popular favourite abroad as well as at home.

THE STUDEBAKER.

WHAT IS DONE IN THE SHOPS.

OTHER MAKES.

[By D. G. Roos, Chief Engineer.]

The Studebaker Corporation is not placing its bets on any one man; this engineering organization as we have put it together is an institution. When we go into executive session on any of our engineering problems, there is no chief, there is no research engineer, there is no designing engineer. We are a group of technicians in search of only one thing, and that is the best answer to our problem.

I want to try and convey to you the attitude of the Engineering Department towards the field. We have a Proving Ground and we have a Laboratory, but the most valuable and the most important information we get is that which comes to us through the service reports and analysis sheets that come in every week and month from the field.

As you know, we went into production in September with a new Commander and a new Director and we are now in production with a new Erskine chassis, and a new President.

The Erskine.

The Erskine frame now has a double drop and has been lowered an inch in the centre so that more head room is obtained without undue increase in height. The frame stock was increased 5/32 of an inch from 1/8 of an inch. The front end of the frame is reinforced from the engine support forward and the whole construction of the frame improved with the purpose of adding rigidity and a steadiness to the mudguard and radiator. In addition, the rear end of the frame where it "kicks" up, has a large reinforcing cross tube which very materially stiffens that end of the frame and reduces the weaving of the frame, so that body squeaks are reduced to a minimum. The springing of the car has been improved very materially. The radiator has been redesigned, with added cooling capacity and is materially beautified.

The Commander.

We have developed a special roadster model of Commander. The boys in the laboratory have christened it the "Wild-Cat." We have increased the horse power of the engine from 75 to 95 and it is this increase in power which made possible the performance at the Atlantic City Speedway. The engine in the passenger cars has been increased from 75 horse power to 86 horse power and may be increased still further. In addition to this, we have a new frame, which is very much more rigid; also, an improved front end construction to steady the radiator. We have designed a front and rear axle, so that we now have an axle construction that permits the use of disc, wire or wood wheels equally well. We have changed the braking system and installed an improved, modern form of four-wheel brakes, which are much more powerful and effective than our original brakes.

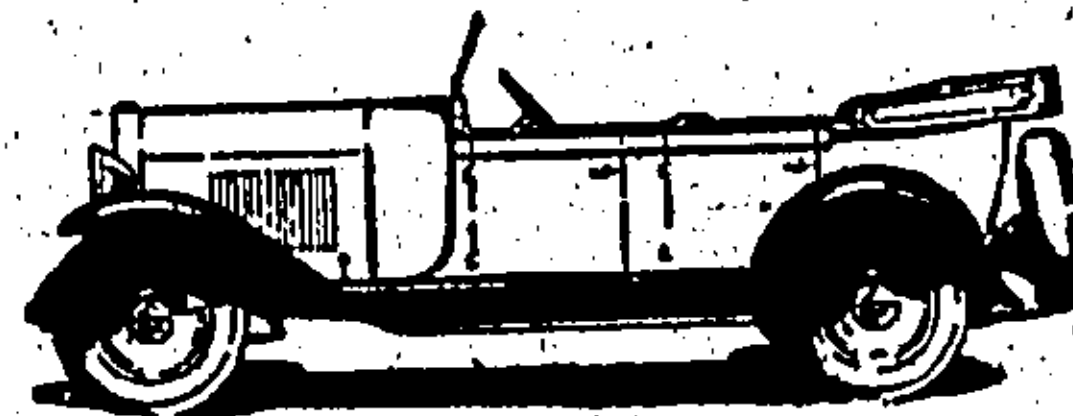
The Director.

Passing on to the Director—We made a slight change in the Director engine in July when the horse power was increased from 45 to 54, by changing the camshaft and valve gear slightly and by putting more water around the valves. In September we put into production what is known as the GE Director chassis. The GE is the previous Director engine in many respects, but in many respects it is quite new. The valve mechanism is changed entirely to a construction similar to the Commander. The mushroom tappets are operated directly from the camshaft and the valves are vertical. The immediate effect of these changes is that they permitted us to put a different type of combustion chamber in the engine which, with the mushroom cam action, has made a marked increase in power from the original Director of last year, which developed about 45 horse power to 70 of the present GE motor. The record made by the two Directors at Atlantic City on October 12 will convince you that in making this change in power we have in no way sacrificed the ability of the engine to take punishment and keep going.

We have changed the engine sup-

THE DRAGON MOTOR CAR CO., LTD.

believes in the



OLDSMOBILE SIX

Our reputation as an organization in this community depends upon the product we handle and its service to our customers.

We sell the "Oldsmobile Six" because it is our honest belief that with it we are giving you the product and service you are entitled to.

This fine car of low price, as a division of General Motors, enjoys the advantage of tremendous purchasing power, of widespread engineering experience, and of all the scientific discoveries of the General Motors' Proving Ground and General Motors' Research Laboratories.

The reputation of the maker, therefore, backs up and strengthens that of our house.

Both are content to let their reputation stand on the worth of this fine new car of low price.

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Telephone Central 3500 33 Des Vœux Road Central.

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BUYERS' GUIDE

MOTOR CARS.

- ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—A. Lung & Co., 19, Queen's Rd., C. Tel. C.1219.
OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
PONTIAC.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.
SINGER.—Gilman & Co., 4a, Des Vœux Road Central.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.
WHIPPET.—Gilman & Co., 4a, Des Vœux Rd., C.
WILLYS-KNIGHT.—Gilman & Co., 4a, Des Vœux Road Central.

MOTOR TRUCKS AND TRACTORS.

- CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.
G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
GUY.—A. Lung & Co., 19, Queen's Rd., C. Tel. C. 1219.
MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

MOTOR CYCLES.

- B. S. A.—The Sincere Co., Ltd., Des Vœux Road. C.1067.
ROYAL ENFIELD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

TYRES AND ACCESSORIES.

- ACCESSORIES.—Hong Kong Hotel Garage, Queen's Road. C.4759.
ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.
AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.
COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.
MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd. C. Tel. C.1219.
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Telephone C. 4316

FAMOUS FAMILY.

FILM ABOUT GENERAL MOTORS.

FOR ALL TASTES.

As far behind the times as the horse and buggy is the slow, inaccurate, unsafe testing of cars and trucks on the public highway. General Motors was the first to build a private outdoor testing laboratory for automotive advancement, where work is carried on quickly and accurately, and without danger to human life.

Then, realising that people all over the world would wish to know about this great scientific development, we sought to acquaint them with it in several ways. We have figuratively brought the Proving Ground to millions of persons through a motion picture, booklet, poster, relief map, and advertisements in national magazines here and abroad.

Film Loaned Free.

Already, hundreds of thousands, have endorsed the film which was made recently and which shows every important activity and facility at the Proving Ground. Included in the scenes are some taken from aeroplanes, from test cars, and from other cars. The scenes take you over all kinds of roads, up and down hills, around the speed loop, through the garage, the auditorium, and into the chart room, where the records are kept. The tests themselves are shown with the unusual and special instruments that are used.

The film is non-technical in that it is intended for the public, but it has been seen to good advantage by engineers and students of mechanics. Many hundreds of our dealers find it invaluable for purposes of instructing their salesmen, and selling their prospects. It has been enthusiastically received by theatres, clubs, churches, and schools.

If you or any of your friends would like to see the film we shall be glad to loan it without any charge except that of transportation. We ask also that an attendance report be sent us from our records. The film is available in one, two, or four-reel lengths. Please make requests about ten days in advance of your showing, because the subject is so popular that the demand for the film exceeds the supply of more than 150 copies we have in use.

Booklet Given Away.

About a million copies of the Proving Ground booklet, "Where Motor Cars Are Established," have been distributed and there are a few thousand copies left. The booklet describes the Proving Ground and its tests and is of keen interest to dealers, salesmen, car owners, and those who are in the market for an automobile or truck. Until our supply is exhausted we shall send copies free upon request.

Free Poster for Framing.

The poster shows a highly coloured map of the Proving Ground and in a general way describes the tests. The 25 x 38" size makes it ideal for dealers' showrooms. If you will let us know how many you want we shall gladly send them in a tube without any charge.

Maps in Two Sizes For Sale.

Our large relief map of the Proving Ground, five feet square, makes an attractive showroom display. It is hand painted in several colours and has a substantial wooden frame. With legs it costs \$40, without them, \$37.50, f.o.b. Chicago.

We have just had made a smaller relief map, three feet square, coloured like the larger one, and with a frame. It is suitable for setting on a table or hanging on the wall. Its price is \$9.25, f.o.b. Canton, Ohio.

The General Motors car and truck divisions recommend the use of all of the dealer advertising helps which have been mentioned, and we hope that we may have an opportunity to serve a large number of our dealers by sending them any or all of this material. Requests should be addressed to the Advertising Department, General Motors Corporation, Detroit.

In the past we have published in national magazines several Proving Ground advertisements, but we have by no means exhausted the subject. Because of its wide general interest and because the Proving Ground is responsible for so many of the good qualities in our products, we intend to issue, from time to time, new information about the Proving Ground, not only in publications but in other advertising media as well. We shall do our best to make certain that every friend of the General Motors Family is kept in touch with what is going on at the Proving Ground.

BETTER SERVICE.

AND MORE TYRE MILEAGE.

CHANGING WHEELS.

Changing tyres around from time to time will result in longer tyre life and better all round service, according to C. Lauritsen of the Dragon Motor Car Company, Ltd., Firestone dealers in Hong Kong.

"When a motorist buys a new spare, we recommend that he put it on the left rear and give that tyre a rest for a while," he stated. "The other tyres should be changed, too, left front to left rear, etc. Each wheel puts certain strains on a tyre different from that of the other wheels, and by using the tyre on each in turn the wear is evenly distributed and the tyre lasts longer and gives better service."

"It is also important to have tyres looked over frequently for minor cuts and bruises, etc., and to have small repairs made promptly. Tyres should be inflated to the correct pressure as under-inflation of a few pounds will often result in the loss of hundreds of miles of useful service. Valve caps, screwed down tightly by hand, should always be used to prevent air leaks."

"If motorists will give their tyres ordinary care and attention they will have less trouble and enjoy greater tyre satisfaction."

MOTOR BOATING.

PREPARATIONS FOR BRITISH SEASON.

Motor Boating in Great Britain is receiving a considerable amount of public attention of late, and there is little doubt that more and more enthusiasts are finding on the water that enjoyment which it is becoming extremely difficult to obtain from motoring on the road of the country.

With the popularisation of the low priced outboard craft, and the speeding standardised Runabout craft, equipped on car lines, the 1928 boating season will doubtless be the finest that has yet been known. It would appear, too, that a greater portion of new work in hand, in the British Boat Yards is for Overseas Shipment, and altogether these Yards are busier than they were at the same period last year.

Particularly is the outboard type of craft becoming extremely popular, and a venue has been secured in London, at the Welsh Harp, Hendon, where races for boats fitted with these engines will be held. The first such meetings took place on Saturday, April 14th, and proved both successful and popular.

British firms are preparing to meet this previously restricted market. The "Watermotor" has been available for some time, manufactured by Messrs. W. D. Fair & Co., of Hampton Wick, Middlesex. This firm has now been joined in its fight against imported engines by Messrs. Roness, Ltd., of Littlehampton, the power unit of whose output is being built by the J. A. P. of Motor Cycle fame. Incidentally the new engine is the only British twin Outboard Motor.

The 1½ litre International Class Racing Motor Craft have, it will be recalled, competed for the Gold Trophy presented by H.R.H. the Duke of York since 1924, and further Royal recognition of this form of sport has now been accorded in the presenting of a cup by H.R.H. the Duchess of York for Outboard Motor Boats. The Race for this Cup will be organised by the British Motor Boat at the Welsh Harp in July next, while the Race for the Duke of York's Trophy will take place at Southampton in August.

AUSTIN MODELS.

NOW A VERY WIDE RANGE.

The Austin Motor Co., Ltd., of Birmingham has recently introduced two new models, namely, a 6-cylinder "Twenty" rated at 23.5 h.p. developing 49 h.p. at 2,000 and 6-cylinder "Sixteen" rated at 15.9 h.p. developing 14 h.p. at 2,500.

With these additions the Austin range is now very complete, from the smallest type of car which is supplied in both the touring and saloon models to the large 6-cylinder 7-seater limousine.

Recent successes achieved by cars of this manufacture include two cups, two silver medals and one bronze medal in the Working Motor Club Winter Trial, three silver medals in the Colmore Cup Trial, First Prize in the Beach Racing 2½ miles Eastern Subs. M.C.C., Gerrington, Sydney, in January, and the "Wassell" Tankard in the Victory Cup Trial held in Worcestershire in March.

NEW LEYLAND.

COLONIAL SIX-WHEEL MODEL.

FOR WAR OFFICE.

Leyland Motors, Ltd., has recently supplied to the War Office the first of "Terrier" models, the latest Leyland three-axled goods lorries. This model is expressly built for War Office and Colonial work where rough country has to be traversed. It is designed to carry a useful load of four tons on roads, and three tons across country.

Its outstanding feature is its flexibility in negotiating uneven surfaces and loose sandy ground. Where excessive gradient are encountered an auxiliary gearbox may be brought into action by Where excessive gradients are level situated in the centre of the driver's cab.

A four-cylinder overhead valve engine is fitted; 4-9/16 ins. bore x 5½ inst. stroke, rated 33.8 h.p. and developing 75 b.h.p. The crank-shaft is of nickel steel with five main bearings of 2¼ ins. diameter. The cylinders, being monoblock cast, materially assist the rigidity of the heavily-webbed deep section aluminium crankcase.

The Carburettor and Magneto are of approved makes, the former being fitted with an air cleaner and hot-spot heated induction system. Forced lubrication is employed for all bearings and connecting rods, the oil pressure being automatically controlled by the position of the throttle. The oil pump has a capacity of 2½ gallons. The water circulation, thermostat controlled, is by centrifugal pump; the radiator is mounted directly on the engine at three points and is thus independent of chassis frame distortion.

A single-plate clutch, unit construction, four-speed gear-box, and two tubular propeller shafts transmit the power to the back-axle bogie. The gear ratios are 7.33 to 1 on top, 11.8 to 1 on 3rd, 20.4 to 1 and 32.4 to 1 on first speed. These can be further reduced by 2.22 to 1 by the auxiliary gear-box mounted at the end of the main gear-box.

Each axle of the bogie is made from a one-piece nickel steel forging with overhead worm drive and 3 ins. diameter axle shafts. Torque rods with ball ends are fitted in order to transmit the driving and braking torque direct to the chassis frame and to ensure that the wheel pressure is even on each axle under all conditions whether driving or braking. Axle slings of steel hangers are provided to limit the drop of each rear axle when negotiating deep ditch.

The maximum section of the frame is 7½ in. x 4½ in. x 3/10 ins. The wheel base between the centre of the front wheels to the centre of the bogie is 13 ft. and the distance between the centre and rear axles is 3ft. 8ins.

For cross-country work 36 ins. x 6 ins. s.s. pneumatic tyres are fitted, singles on the front and twin on each of the four rear wheels. For road work 34 in. x 7 in. s.s. tyres are fitted, singles all round.

VEHICLE LIGHTS.

NEW RULES BY MINISTRY OF TRANSPORT.

For the convenience of intending visitors from the Dominions and Colonies it may be of interest to call attention to the new Road Transport Lighting Act; and the Regulations made under it by the Ministry of Transport.

Commencing with the advent of Summer Time, Sunday, April 22, this new Act requires, so far as Cars are concerned, that they shall carry at least two white lights to the front and one red light at the rear, those on the front of the vehicle to be affixed on opposite sides of the vehicle and neither being more than twelve inches from the extreme edge of the side on which they are placed. These lamps are required to be of the same power and to be placed at the same height from the ground.

The rear light may now be either in the centre or on the outside of the rear of the vehicle, but wherever placed it must be visible from practically any point on the road at not less than 40 feet distance from the rear of the car.

Combined dipping and deflecting headlights are permitted but other swivelling or deflecting lights may not be used whilst the vehicle is in motion.

Red lights to the front are not permitted but only red lights are permitted in rear except where such other lights are for illuminating the interior of the vehicle; for illuminating the Number Plate; or for traffic signals.

Solo motor cycles must show a white headlight and a rear red light, white light on the cycle and a Side-car combinations must show a

CARS WITH CARE.

IT PAYS TO TREAT THEM WELL.

"SHORT BURSTS"

A great many new cars are to be seen on the roads just now. Stand at any busy cross-roads and count them as they pass, for it is generally possible to tell, even at a glance, a new or comparatively new car from one which has seen a considerable amount of service.

These new cars make up a surprisingly large proportion of the total.

To watch carefully how they are handled is always interesting. The knowing driver, the man with a lot of motoring experience can generally be detected. He is coming along slowly, driving with restraint, keeping the speedometer at a steady 20 m.p.h.

When he has to change down he does not at once stamp on the accelerator and "rev" the engine up to its highest speed, for he realises how important it is that a new engine should be treated with more than the usual amount of respect and consideration.

I do not mean to infer that motor car engines can at any time be treated as if they were mangles or lawn-mowers, but I am fully aware that the normal engine when run in will stand an enormous amount of abuse without complaining.

When a man or a woman buys a new car the temptation "to see what it will do" is well nigh irresistible. Despite all the warnings and pleadings of the agent from whom the purchase has been made, the new car in nine cases out of ten is taken out to some nice quiet road where an opportunity will be afforded of trying its paces.

Some buyers of new cars, I know, decide to treat them very carefully for the first 200 or 300 miles. They vow that nothing will tempt them over 25 m.p.h.

And the very first day they are out on the road they find themselves having a little scrap with the driver of another car who passes them in a swirl of dust.

They fondly imagine that a short burst of speed will do no harm. I believe I am right in saying that short bursts of speed are liable to do just about as much damage to a new engine as would driving it consistently at five miles an hour above the recommended speed.

A Very Wise Move.

When Mr. Morris started to fit his new car with throttling washers to prevent drivers abusing their new car, I think he made a very sound move.

He showed that he realised the temptation for a driver to "put his foot down," and I know that since this washer device has been fitted to Morris cars there have been fewer troubles which could be traced to overdriving during the early stages of the car's life.

Drivers who carefully run their new cars are amply rewarded. I recently acquired a small car of less than 10 h.p. During the first 500 miles the speedometer never read more than 20 m.p.h. To-day the engine is smooth-running, quiet, and fast, and it has given no trouble. A friend of mine on my recommendation got a similar car. To-day his engine is neither so fast nor so quiet as mine. Yet we have done about the same mileage. He has had one or two minor troubles also.

Both cars were recently taken back to the factory and tested and examined by experts who decided that the one engine was better than the other only because it had been treated better in its youth.

Now every car, of course, requires running in. Some are guaranteed by the makers to be ready for anything when they leave the works. But these are expensive cars and in these days of quantity production and cut prices I am afraid it is too much to expect that a manufacturer should go to the expense of having all new cars run in. It is sufficient that they should be tested.

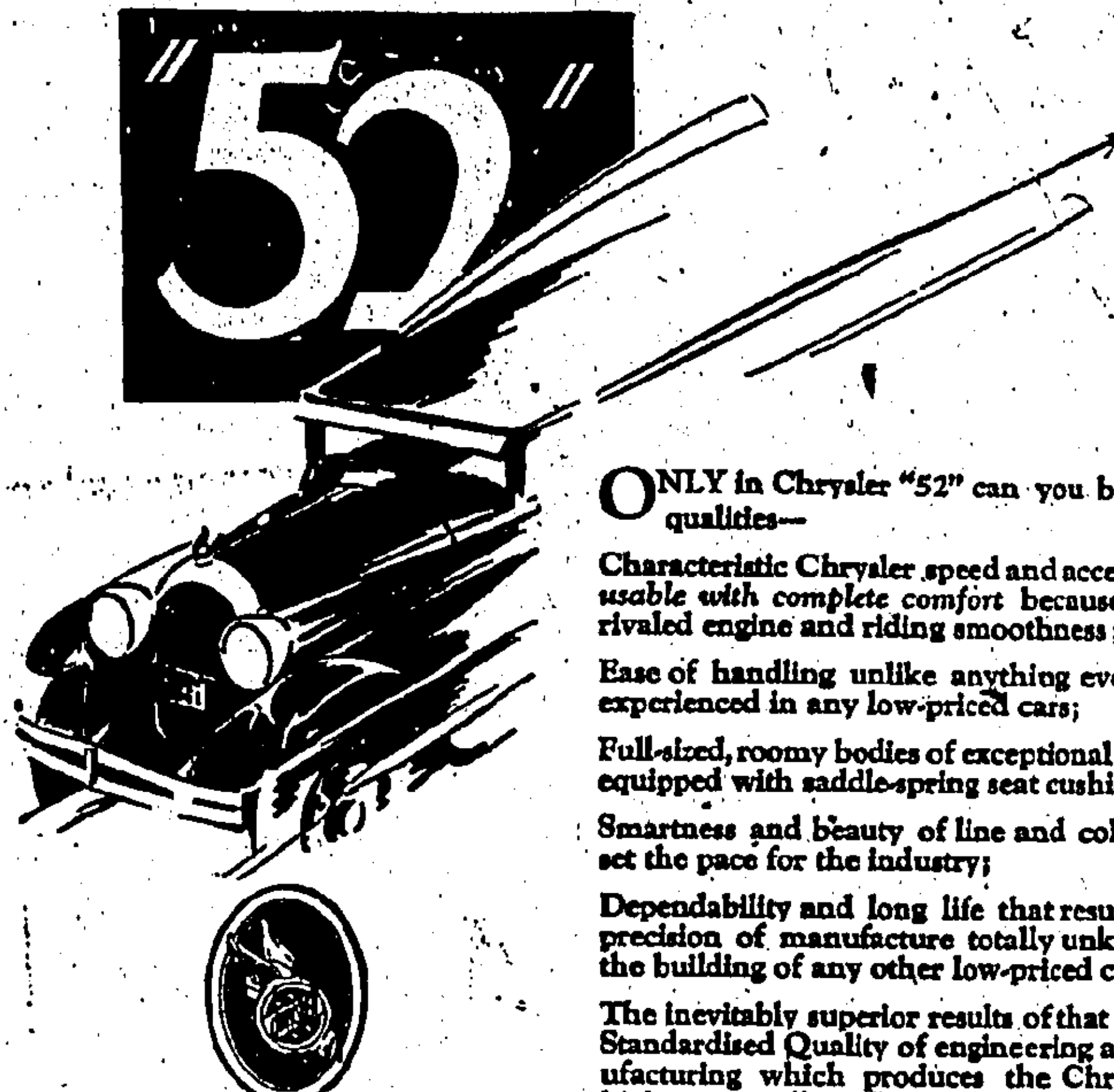
And I wish some of them were tested and examined a great deal more carefully than they are, because the average owner-driver can hardly be expected to do skilled work of that kind. The most that can be expected of him is that he should treat his new car with care.

—A Motoring Correspondent.

other on the side-car, as well as a red rear light. The rear number plates of solo machines, or side-car combinations, need not be illuminated if the front plate is illuminated. Whilst stationary a motor cycle, solo or otherwise, must have its lamps alight.

The new conditions apply to the hours of darkness, which are officially described as from one hour before sunrise in Summer time, and from half-an-hour after sunset to half-an-hour before sunrise at other periods.

CHRYSLER



ONLY in Chrysler "52" can you buy these qualities—

Characteristic Chrysler speed and acceleration, usable with complete comfort because of unrivaled engine and riding smoothness;

Ease of handling unlike anything ever before experienced in any low-priced car;

Full-sized, roomy bodies of exceptional fineness, equipped with saddle-spring seat cushions;

Smartness and beauty of line and colour that set the pace for the industry;

Dependability and long life that result from a precision of manufacture totally unknown in the building of any other low-priced car;

The inevitably superior results of that Chrysler Standardised Quality of engineering and manufacturing which produces the Chryslers of higher price—"62," "72" and 100 h.p. Imperial "80";

There you have the smart new Chrysler "52." At its sensational values, public preference acclaims it as more than ever the greatest car in the low-priced field. See this great car and ask for a demonstration.

Sole Agents:

A. LUNG & CO.

SHOW ROOM:

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Tel. C.1219.

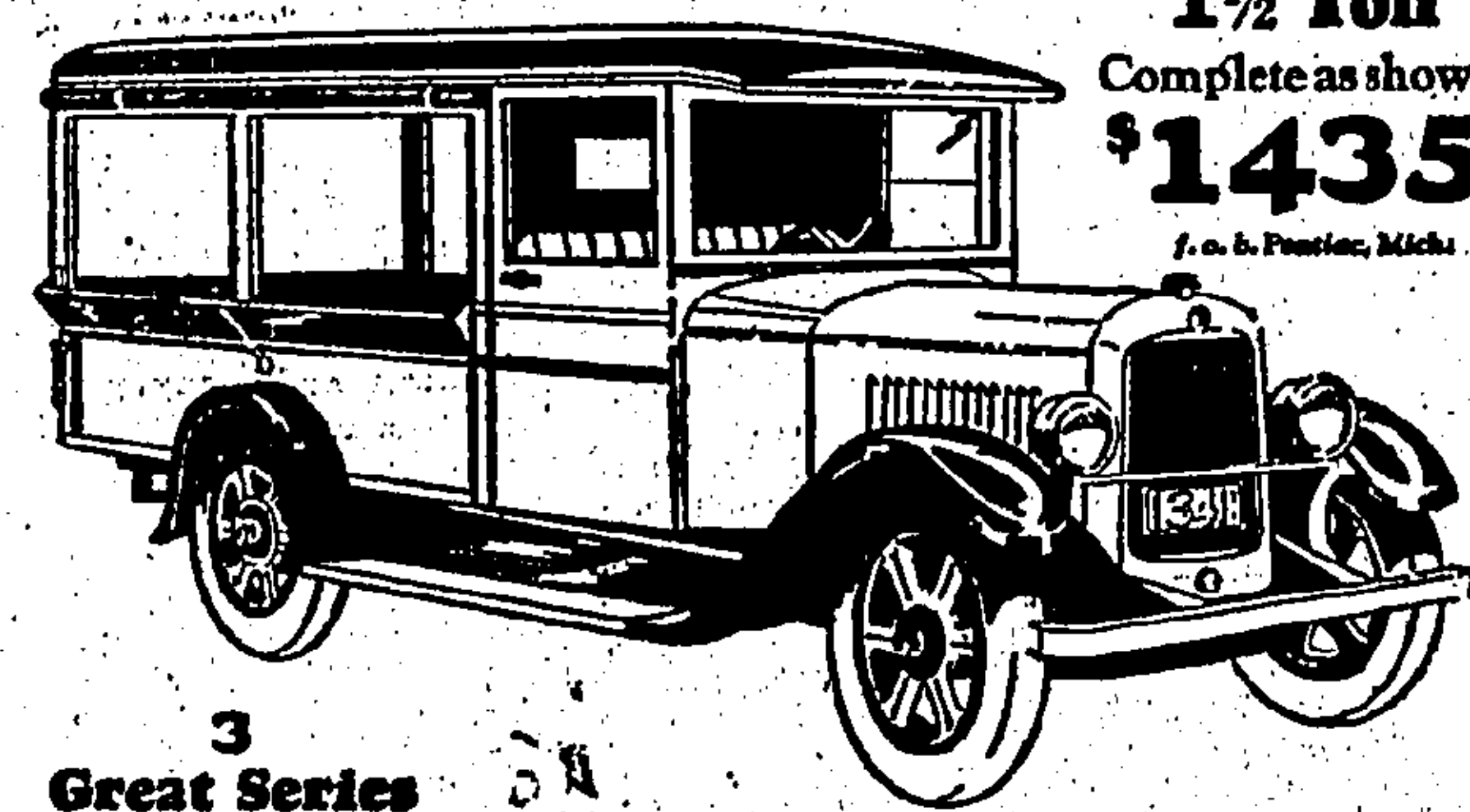
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Tel. C. 4316.

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BUICK
Six Cylinder Engine
1½ Ton
Complete as shown
\$1435
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Six Cylinder Engine,
100-h.p. chassis - \$1095
With Screen Body - \$250
With Panel Body - \$275
2000-lb. chassis - \$145

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BUICK

Six Cylinder Engine
Chassis Prices - \$1095
One Ton - \$1195
One and one-half Ton - \$1295
Two Ton - \$1395
(pneumatic tires
level gear drive)Two Ton - \$1500
(solid tires, worm-gear drive)

Powered by the

BIG BRUTE

Heavy Duty Engine
2½ tons to 15 tons capacity
prices ranging from
\$3690 to \$5820
All prices f.o.b. Pontiac, Mich.

On the streets and highways throughout the world these Buick-powered General Motors Trucks are setting a new standard of performance. Speedy, but safe. Easy to handle in traffic. Covering a wider territory profitably. With a rugged stamina and long life that make for amazing economy!... Investigate these great values—typical of our complete General Motors Truckline!

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BETTER A WRONG OPTIMIST.

THAN RIGHT PESSIMIST.

There is one outstanding motor car manufacturer in the U.S.A. who doesn't know the meaning of the word "defeat." When you are backed up against a wall take off your coat and fight; take the offensive and you will have the advantage; but fight; that is the principle that was followed by Mr. John N. Willys, President of Willys-Overland when he lost a large fortune and the general opinion in American financial circles was that he was through, and could not "come back."

After the Armistice was signed, Mr. Willys found that a fortune of nearly \$200,000,000 had crumbled to almost nothing because a contemplated merger of 42 companies allied with automotive production fell through in the face of adverse trade conditions the world over. His chief interest, the Willys-Overland, had lost its market through concentrating on the manufacture of war supplies. Twenty-nine other corporations of which he was an officer had, as peace-time activities, been neglected during the war to the point of failure.

Then came a 10-months' strike at the Toledo factory of Willys-Overland, which Mr. Willys for two reasons could not afford to lose. First, it might possibly mean the end of the Willys-Overland Company. And second, he was fighting for the entire automotive industry.

In the business depression of 1921, the strike being over, he was squandered away into a new kind of a fight. Only a short time before he had been thanked by the automobile manufacturers of the country for what he had done for them. Now they were all battling to get what business they could away from him.

To the midst of that battle the bankers stepped into his affairs, seeking the immediate liquidation of heavy loans, which was not possible under conditions then existing.

"I shall never forget the day that we were gathered in the board room of that New York bank," said Mr. Willys. "The chairman turned to me as I walked into the room and said, 'John, we see only one way out for you. We will take your affairs into the hands of a committee, give you an executive position, and liquidate all of your interests except Willys-Overland.'"

"I would not give them an answer to their proposition then, as they gave me a few days to think what I would do."

That he did in that crisis was what had carried him through many another difficult situation. He refused their proposition, of course, and then took off his coat and fought. It was a stiff fight, for bigger stakes than any he had ever before fought for—and how gloriously he won through is shown in the splendid reputation and strong financial position of Willys-Overland today.

A Born Salesman.
The story of Mr. Willys' career is one of America's greatest business romances. In 1907 he was acting as salesman for the Overland Automobile Company then of Indianapolis. He had spent a lot of capital and hard work getting orders for 400 cars when he was advised that the company could not make deliveries. Going to Indianapolis to investigate the delay, he found the company on the verge of failure and, to save the money he already had invested, he took over the manufacturing organization, reorganizing under the name of Willys-Overland.

From that point Mr. Willys' interests grew and spread rapidly until he was involved in 30 financial and industrial organizations. But the foundation had been laid even earlier.

Very early in his experience as a travelling salesman, Mr. Willys went one day into a sporting-goods store in Elmira, N.Y., where he found the proprietor burning with a desire to reach the Klondike gold fields and anxious to sell his business to Mr. Willys for \$500. It was an excellent investment at that price, so Mr. Willys bought the store and installed a manager. He ordered a change of sales policy—with newly arranged stock, attractive window display and a good system of bookkeeping.

Then the company for which he had been working failed and his job as salesman being gone, Mr. Willys went immediately to his store in Elmira. Within eight months it had become the leading bicycle store in the state of New York. He became a wholesaler of bicycles, and soon contracted for the entire output of a factory, establishing his own agencies throughout the territory. The business reached a total of \$500,000 yearly, and Mr. Willys was only 27 years old.

First Motor Car.

It was in this store, too, that Mr. Willys took his first steps in the automotive industry—buying a "De Dion Motorette" for resale in 1899, and adding the "Ramblor" to his line in 1902. By 1906 he had organized the "American Motor Car Sales Company," and added the inexpensive Overland line to widen the price range of cars handled by his company. Then it was that he gave the Overland Company \$10,000 as evidence of good faith, and it was the threatened loss of this money and of possible profits on his orders which later took him to Indianapolis on the errand described above.

In reorganizing the Overland Company he settled its claims for 50 cents on the dollar—40 cents of which was in notes. He threw himself into that task with a genius for intensive work for which he was famous, and nine months later the financial statement of the company showed that it had built and sold 465 cars and had a net worth of \$58,000.

In 1909 the company built and sold 4,000 cars, and wound up the year with \$600,000 cash in the bank. Mr. Willys feels even today that it was the greatest year of his life.

He claims that he has been wrong more often than he has been right, but his life at this point shows that his mistakes on the big issues were few and that he has made them serve as stepping stones to the accomplishment of bigger things.

"I should rather be an optimist and be wrong," he said recently, "than be a pessimist and be right"—which may explain why the things which Mr. Willys calls failures so frequently turn out to be stepping stones to success.

Moves to Toledo.
It was in 1909 that he first saw the vacant Pope-Toledo plant at Toledo, Ohio. His friends all counselled against its purchase, saying it was much too large. (Today it forms the smallest central building inside of his huge factory). Nevertheless he issued \$385,000 out of the Overland bank account to acquire the Toledo factory—and his friends all said to him how he expected to get orders enough to keep such a huge plant busy. His answer was a business which, before winter, resulted in the erection of an assembly building three storeys high. And his business and the factory have been growing ever since.

Willys is one of only three automobile manufacturers in America today who was head of his own company 21 years ago, and during the year that he attained his majority as a manufacturer of motor cars. Since the near-failure of 1920, his motto of "I will" has enabled him to lead the Willys-Overland Company to a place of outstanding importance. He is again one of the world's wealthiest men, is a director of one of America's leading railroads and a banker of notable standing.

As soon as he saw the difficulties of 1920-21 straightening out he turned his faculty for organization and his tremendous energy into a programme which had as its object the production of motor cars in each of the major price classes—each car to embody outstanding motor values in its own field.

During the present year—with the announcement of the low-priced Willys-Knight Six (Model 56) and the new Whippet Six, as well as the substantial price reduction in the Whippet Four and the "66"—the completion of his great programme has been fully accomplished, and Willys-Overland stands in a commanding position amongst the leaders of the industry, a living tribute to one man's gameness in the face of great odds.

NOVEL USE.

FOR MARINE MOTOR ENGINE.

A somewhat novel application of a marine motor engine to land purposes is being made by the Canadian Pacific Railway. A 20-24 h.p. 4-cylinder unit made by the Allis-Craig Motor Co., Ltd., of Chiswick, London, will supply power for opening and closing a bridge. For this purpose the standard marine type Allis-Craig reverse gear and clutch will not be used but instead there will be a special mechanism so arranged that the engine is started free and when it attains a speed of 800 r.p.m. an automatic clutch comes into operation and engages the engine and mechanism. The period of operation will be 10 to 15 minutes every time the bridge is used but as this is at intermittent intervals it is essential to have an engine that starts easily with absolute regularity.

An interesting fact about the Allis-Craig engine is that owing to its adaptability it meets the special requirements of this unusual installation in a most satisfactory manner.

MOTOR CYCLES.

THE RECENT WORLD TOUR.

(By S. A. Feat.)

A Brochure compiled by the Birmingham Small Arms Co., Ltd., of Birmingham, dealing with the completion recently of a World Tour undertaken by Mr. J. P. Castley, and Mr. B. H. Cathrick, on B.A.S. Machines, makes most interesting reading and the accomplishment of this feat of endurance signifies in a striking manner the sterling qualities of this British-made machine, whilst paying tribute to the hardihood and fortitude of both men and mounts.

The official send-off took place from the headquarters of the Royal Automobile Club in London on August 30th, 1926, in the presence of representatives from the Department of Overseas Trade, the R.A.C., the Auto-Cycle Union, etc. The tour was undertaken to prove that motor cycles could be used in practically all countries of the world; to endeavour to demonstrate the superiority of British motor cycles; and to further the sales of motor cycles in overseas markets.

Crossing to Dieppe on August 31st the riders had an uneventful journey across France into Spain, but their opinion of the roads of Portugal is such as to rule out that country, in their estimation, as a motor cycling venue. From Spain they re-entered France to Marseilles, proceeding thence into Italy and across to Czechoslovakia, through the Balkans by way of Budapest, Belgrade and Sofia to Constantinople. Just prior to entering Belgrade both tourists were arrested on suspicion of being spies, where, after spending a night in prison they were rescued by the B.S.A. agent in Belgrade with the assistance of the Belgrade Motor Club.

Through Turkey the road conditions were atrocious, the machines many times becoming stuck in the mud, necessitating the assistance of bullocks to free them.

The route intended was to travel through Persia to Palestine but this had to be abandoned as the weather had broken. A route from Aleppo through Beirut and Haifa to Jerusalem was undertaken from which latter place a journey to Suez, across the Sinai Desert was commenced, a journey never before attempted by motor cycle. On this stretch there is no water for 250 miles, while the riders had to carry lengths of wire netting to lay down in front of the machines over loose sand.

The Desert was conquered and Suez reached, and on January 14th, 1927, the tourists arrived at Cairo where they were received by the High Commissioner for Egypt.

Leaving Cairo the riders took ship for Bombay, where they arrived on February 8th, crossing India to Calcutta, a distance of 2,000 miles, via Agra, Delhi, Cawnpore, and Allahabad on excellent roads and with no trouble.

From Calcutta they took ship for the Federated Malay States and Dutch East Indies, passing through Penang, Kuala Lumpur, Singapore, Batavia, and Sourabaya, much interesting being shown in all these towns and many receptions being given to the riders. From Sourabaya the tourists sailed for Australia, landing at Fremantle on May 28, having covered 18,000 miles of the tour.

In Australia, the first British Dominion reached, they had an amazing reception, and despite the fact that their visit at first coincided with that of the Duke and Duchess of York, much public interest was aroused in the districts through which the riders passed.

From Fremantle the tourists travelled across Australia by way of Perth, over 2,100 miles of desert, to Adelaide, then by way of Ararat, Ballarat, and Geelong to Melbourne. At Adelaide they were officially greeted by Mr. Samuels, the Trade Commissioner for South Australia. On arrival at Melbourne in consequence of Press publicity they were welcomed by 2,300 people and the following day were officially received by the Lord Mayor of Melbourne, Sir Stephen Morrell. From Melbourne they crossed to Tasmania, being received by the Governor of Tasmania at Government House, Hobart.

Returning to Melbourne they commenced a 600 mile journey to Sydney, reaching there without mishap and thus completing 20,000 miles of their journey, of which 3,500 were covered in Australia. They stayed a week in Sydney, being accorded a civic reception. The subsequent tour of New Zealand was as successful as it had been in Australia. In Wellington they attended a reception at which the Mayor presided and at which

Mr. Beale, British Trade Commissioner was also present. From Wellington the riders sailed for Nelson to commence a tour of South Island. The run into Christchurch was a most impressive sight, an escort of some 300 motor cyclists meeting them about 25 miles out and accompanying them into the city. From Timaru to Dunedin and Invercargill they completed their tour of the South Island and from the latter place they returned by boat to Wellington to tour the North Island. After touring there the tourists returned to Wellington from Auckland by rail in order to catch the boat for Valparaiso, there to commence the next stage of the journey across South America, via the Andes to Buenos Aires, a journey never before attempted by road. The riders crossed the Andes safely under their own power, after an adventurous journey of four and a half days. The last 14 kilos of the road on the Chile side were frequently blocked by avalanches, necessitating the riders clearing away large boulders before they could proceed, and, indeed, often having to build short sections of road. When they reached the 7,000 ft. level they found the road blocked by snow, so resource had to be had to the railway track, the chassis just clearing the centre track. At the summit, 10,500 ft., they had to pass through a two-mile railway tunnel.

At Buenos Aires the tour, as originally planned, was to end but in view of the wonderful enthusiasm and interest created it was felt that such a tour would not be complete without a visit to South Africa. Messrs. Cathrick and Castley therefore sailed from Buenos Aires for Cape Town, which they reached on January 4, 1928, having completed 35,000 miles by land and sea.

Their itinerary in South Africa was planned to cover 4,000 miles. The towns visited included Cape Town, Port Elizabeth, East London, Bloemfontein, Pietermaritzburg, Durban, Johannesburg, Salisbury, Bulawayo etc., returning to Cape Town to sail for England on March 9.

Now that the tour is completed it is safe to say that the results of the trip have fully justified the effort. The fame of British machines is greater throughout the world than it was before the tour started, and there is no doubt that a splendid impression has been created, the results of which will be felt by the British Motor Cycle Industry for years to come, and which must enhance the prestige of British-made goods the world over.

INTERESTING PUBLICATIONS.

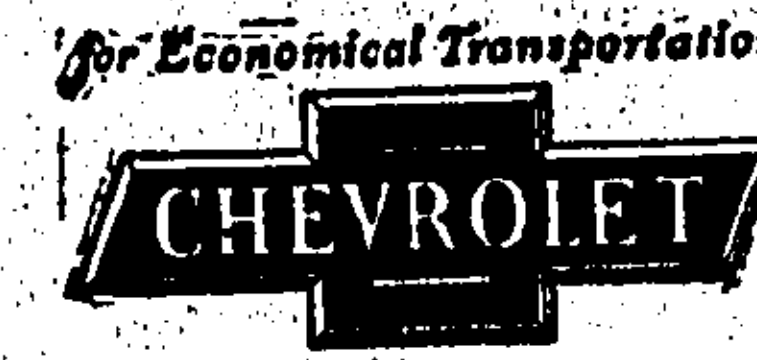
Morris Garages, Ltd., of Oxford, Manufacturers of the M.G. Sports Car, have compiled an interesting booklet with the alluring title of "Home." It describes how those visiting England on leave from Overseas may obtain a new car from the range on the officially approved Morris Hire Purchase system, for so long as it may be required, on a simplified method of purchase and a guarantee to repurchase the car at a pre-determined price if it is wished to dispose of same at the end of the visit; or, alternatively, to arrange for shipment abroad.

"Buyer's Guide to the Motor Trade of Great Britain." The "Society of Motor Manufacturers and Traders, Ltd., has prepared from information supplied by Members of the Society, a Classified Directory of the Manufacturers in Great Britain and the Empire of Motor Goods familiar in the British and Export Markets.

It is intended to serve as a general guide to the manufacturing interests of British Manufacturer Members of the Society and to provide information to interested parties as to the source of supply of the majority of the many and varied items required for the construction, use, and maintenance of all types to Motor Vehicles, Motor Boats, etc., in addition, of course, to the complete units.

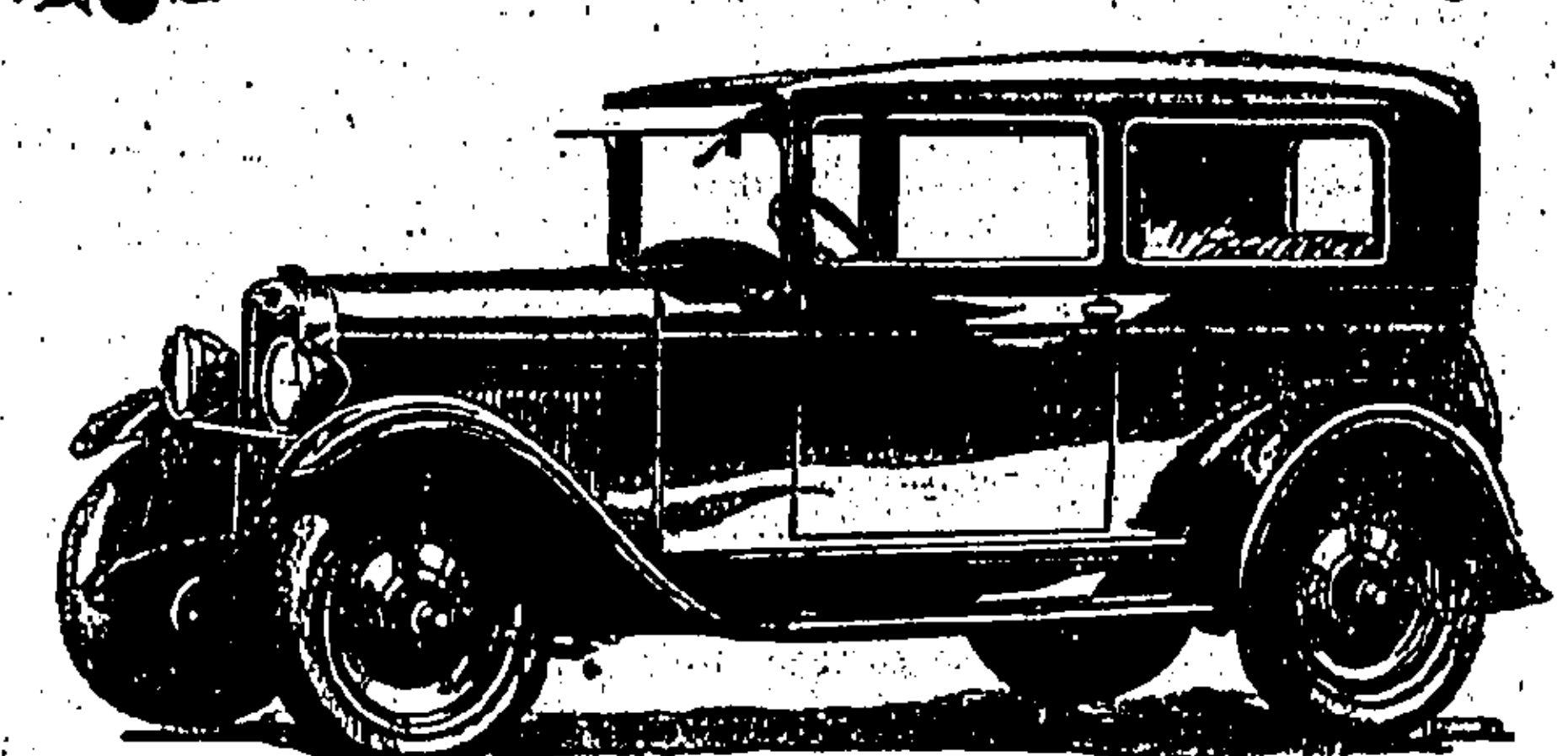
Copies may be obtained gratis on application to the Trade Information Department of the S. M. M. T., 85, Pall Mall, London, S.W.1, and that Department is in a position to give information as to the source of supply of any proprietary or other goods produced by the Motor and Allied Industries.

Register of the Motor Trade. The Society has also recently issued the 16th edition of the Register of the Motor Trade, containing upwards of 15,000 names of persons, firms, and companies engaged in the Motor and Allied Industries in Great Britain. A separate edition of this Register, known as the Colonial Section, is being compiled from information obtained from a useful Directory of the names and addresses of firms and persons in the Motor Trade in the Dominions and Colonies.



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TOURER 5 Passenger	2160 "	495	56	219	770
COACH 5 Passenger	2430 "	585	45	270	900
COUPE 2 Passenger	2305 "	595	45	270	910
CABRIOLET 4 Passenger	2340 "	665	45	270	980
SEDAN 5 Passenger	2505 "	675	45	270	990
LANDAU 5 Passenger	2475 "	715	45	270	1020

• • • Hongkong Price includes spare rim Tyre & Tube, Right Hand Drive.
• • • Hongkong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Drab Duck Top, Right Hand Drive.
• • • Hongkong Price includes spare rim Tyre & Tube, Bumper, Bulb Horn, Right Hand Drive.

SERIES L. O. "CAPITOL"

	NETT WEIGHT	F.O.B. FACT	EXTRA NETT	SHIPMENT DELIVERY	NETT CASH HONGKONG
CHASSIS 1 Ton	2180 lbs.	G\$495	G\$40	G\$185	G\$ 720
Chassis 1 Ton with Cab	2500 "	610	40	185	860

Hongkong Price includes spare rim, Tyre and Tube and 4 fenders.

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TRADE DESCRIPTION.

At the instance of the Association of British Motor Manufacturers Limited a case of considerable interest, particularly to British Car Manufacturers, recently formed the subject of Court Proceedings.

The Case related to the description applied to a Fabric Saloon Car in a newspaper advertisement. The Advertisement in question was claimed to be intended to call attention to the coachwork which was fitted to the car, the chassis of which is assembled in Great Britain from parts imported into this country.

Objection was taken to two descriptions—(a) "The English-built 'A' Fabric Saloon," and (b) "This splendid English-built 'A'." The Association of British Motor Manufacturers thereupon instituted Proceedings under the Merchandise Marks Act, 1887, against the firm inserting the advertisement for an alleged false Trade Description, the view taken by the Association being that by omitting to make it clear that the description "English-built" referred specifically to the coachwork and was not intended to refer also to the country of origin of the chassis, purchasers were likely to be deceived into thinking that they were buying a car manufactured, both as to chassis and body-work, entirely in this country. The Action was brought accordingly in the interest of the British Trade and the Public.

The Magistrate, in convicting the Defendants and imposing a Fine and Costs, stated that in his opinion the Association had acted rightly in taking up the Prosecution in the interests of fair trading.

Expressing complete satisfaction with his Erskine & Co. Wilhelm Schweitzer, Dulsburg, Germany, in a recent letter to Theodor Prinz, Studebaker-Erskine dealer in Cologne, says it far exceeds any claims made for it. During a recent trip through Alsace, the Erskine negotiated difficult grades in top gear which other cars could not climb without shifting. He also reports his Erskine easily attains a speed of 60 m.p.h.

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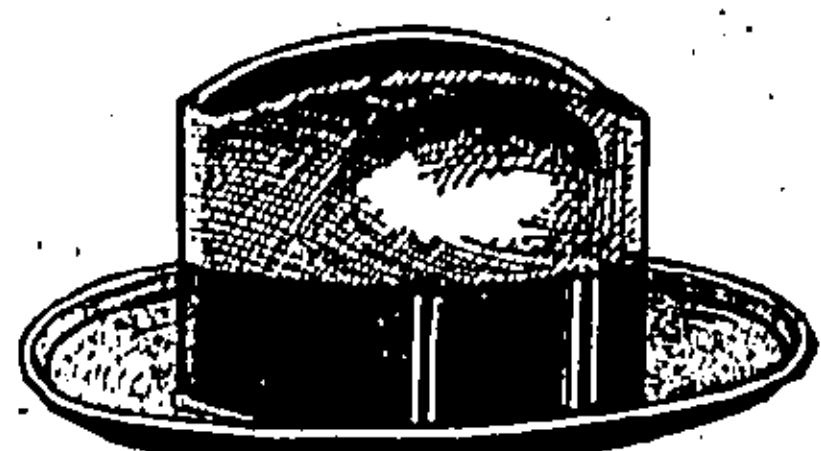
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A GENTLEMAN?

AN ANCIENT QUERY AGAIN
ASKED.

STILL A PROBLEM.

The late Twells Brev of happy memory gave it as his considered opinion that a gentleman was a man who didn't ask questions, and I entirely agree with him. But Sir Austen Chamberlain did not mean that when he declared in the House of Commons that his attitude on a certain matter of policy was that of an English gentleman; and I do not suppose that the retired Indian judge meant it when, at an Episcopal inquiry, he said that he was "the only gentleman" who attended Church one Sunday morning.

And what did Mr. Lloyd George mean when, after a visit to France in 1918, he said that he had found that every British "Tommy" was a "gentleman"? And what does anyone mean by the term?

The College of Heralds will tell you that a gentleman is a person who is entitled to bear arms; but in view of the universal applicability of the term, that is much too narrow an interpretation to put upon it.

Just consider for a moment; according to the above-quoted eminent authority all private soldiers are gentlemen; many men neither rich nor eminent are "gentlemen" when their friends, or enemies, speak of them; every juror in the country is similarly dignified by his service. Every—but the further we go in our investigation the more we are impressed by the indubitable fact that while to use the language of logic—the denotation of the term extends to all men, the connotation is both indefinite and illusory.

And it is only when we try to define the attributes of a "gentleman" that we are at a loss how to proceed.

But that notwithstanding, since all men in this kindly country of ours are "gentlemen," either perpetually or on occasion, it would seem unnecessary for anyone of that description to label himself specially so.

But I have erred—not all men are gentlemen; there is an exception. Let me explain.

The other afternoon, feeling the need of reasonable refreshment, I went into a tea-shop and sat down at a table near to which four "young ladies" were disputing about the conduct of a "gentleman" who had—three of them said—been guilty of "ungentlemanly" conduct in taking out a certain Gladys and not asking her to have coffee after their dinner at a certain store.

At length I succeeded in getting their attention; and one came up to me and said, "Did you want something?"

I said "Yes, Tea."
The "young lady"—I regret to say, for she was very nice looking—then stroled back to the group, and addressing one of the three said:
"That old man wants a pot."
"Evening News."

WHY SOME PEOPLE ARE PESSIMISTS.

It is your ruddy, healthy individual whose outlook on life is cheerful. Pessimism is doubtless on occasion justified, but too often is the expression of a weak digestion, of exhausted nerves, of anaemic blood, and all the bodily pains and aches of the ailing.

The tone of the mind depends upon the tone of the body. Where this latter is low, a tonic is indicated—one that will build up blood and nerves by reinforcing natural processes within the system, that brings the flush of health back to the cheeks, that, in short, restores a zest for life. "Dr. Williams' Pink Pills for Pale People," the prescription of a learned and experienced medical practitioner, are such a tonic. Thousands have attested the benefits they derived from their use. Your chemist can supply them, or post free at \$1.50 per bottle, 6 bottles for \$8, from The Dr. Williams' Medicine Co., 60 Kiangsee Road, Shanghai.

LORD TERRINGTON

COURT MORE LIKE A
PARLOUR.

FINANCE AND DECORUM.

[By R. E. Corder.]

Crime is cosmopolitan, but the proceedings in court are strictly conventional. I have seen all kinds of persons dealt with in all manner of courts from Wigan to Chicago; but not until I visited the Guildhall did I see something really new in the process of putting a prisoner through his paces.

Lord Terrington—or to give him his proper name, Harold James Selborne, Baron Terrington—aged 50, of Chandos-court, Buckingham Gate, S.W., a solicitor, is accused of fraudulently converting to his own use about £60,000. And he is called upon to answer 21 charges handicapped with claims amounting to £400,000 pitted against assets estimated, in the absence of any statement, at £6,000.

A Handsome Place.
Practically I understand; finance I have never met. When I entered the new court at the Guildhall I at once realised I was out of my element. This, said I, is not a court; it is a directors' board room. A handsome place, it is lined with panels of gleaming wood set against an artistic ground of dark green with bronze fittings.



Left to right: Douglas Fairbanks, famous motion picture star and husband of Mary Pickford; Miss Mary Pickford Smith and Mary Pickford, signing papers which make her co-executor to the estate left Miss Mary Pickford Smith by Mrs. Charlotte Smith, mother of Mary Pickford, who died recently, leaving a million dollar estate to Mary Pickford and \$200,000 to Mary Pickford Smith, niece of Mary Pickford.

The aloof dignity of the City was over it all.

Two uniformed policemen appeared not as constables but as sedate ushers.

And the audience looked like shareholders—rather dissatisfied shareholders. Eight or ten women were there. Several put up long-noses; others merely put up a silent protest.

The court, or board-room, was not crowded; it was not even filled. It was not so much a police court as a parlour. And the chief guests, Lord Terrington, sat perfectly groomed, wearing a dark blue double-breasted lounge suit, brown shoes, and socks that matched his tie, next to a City Police detective, who was almost as smartly dressed as himself.

No Dock.
There was no dock. The magistrate, Sir Louis Newton, wearing a black gown and a gold chain, looked something between a mediaeval Doge of Venice and a university don.

Accustomed to police courts, I gained some satisfaction from seeing Sir Archibald Bodkin, the Public Prosecutor, sitting beside Mr. Eustace Fulton, an able barrister I have seen in many courts.

After all, said I, this is an ordinary prosecution in an extraordinary setting.

But it was not. Mr. Fulton, deprived of his wig and gown, promptly plunged into a jungle of figures. He talked not like a lawyer prosecuting a defendant, but as a char-

THE ST. KILDA GIRL.

JOY AT FIRST SILK
STOCKINGS.

VISITS THE CINEMA.

Modern life, even in the quiet little fishing town of Fleetwood, has proved too alluring for Miss Rachel Gillies, the 17-years-old girl from St. Kilda, the lonely island in the outer Hebrides, for she has decided to settle down in England and to take up domestic work.

It is the first time she has left her island home, and before she arrived she had never seen a tree, a flower, a horse, a motor-car, or a train.

To-day I added to her store of knowledge by taking her to a cinema and teaching her how to telephone, says a special correspondent of The "Daily Mail."

Her relations would scarcely know her to-day. She has had her rich black hair bobbed, she wears a jumper and short skirt, but her greatest pride is a pair of silk stockings.

She said:
On the island we wear anything—shawls and old clothes—and we run about barefoot and our hair is never cut.

Bobbing feels strange, but so cool.
"What strange food you eat!"

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China Mail

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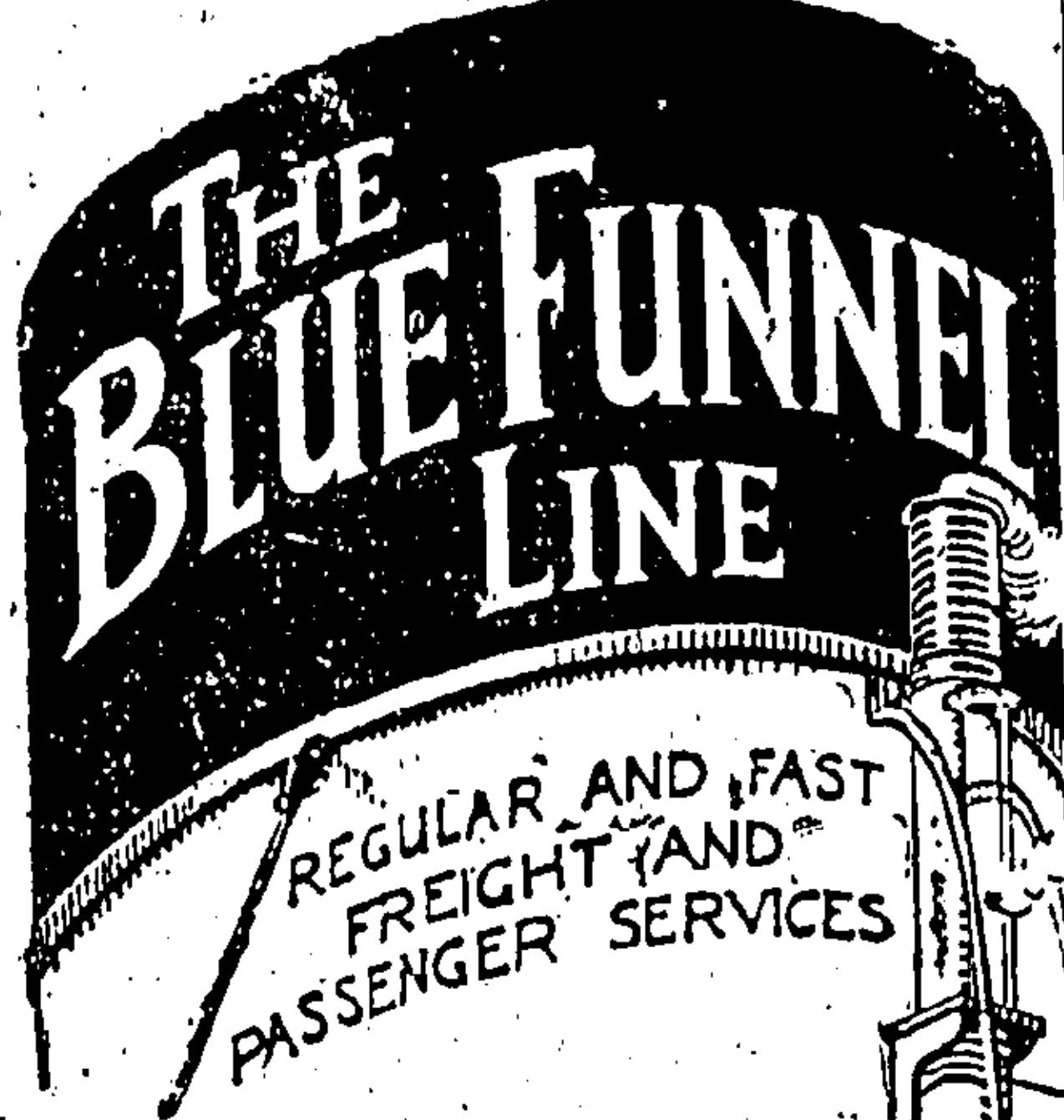
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LONDON SERVICE.

"DIOMED" 20th June Marseilles, London, Rotterdam, & Hamburg
"DE TOR" 11th July Marseilles, London, Rotterdam & Glasgow
"DENSEL" 24th July Marseilles, London, Rotterdam & Hamburg

LIVERPOOL SERVICE.

"OANPA" 20th June Genoa, Havre, Liverpool & Glasgow
"RUEENAR" 20th July Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

"KORR & YOKOHAMA" 25th June Victoria, Vancouver & Seattle
"TANPAREUS" 14th July Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"HELEENUS" 29th June New York, Boston & Baltimore
"DARDANUS" 17th July Boston, New York & Baltimore

PASSENGER SERVICE.

"HECTOR" 11th July Singapore, Marseilles & London
"AENEAS" 4th Sept. Singapore, Marseilles & London

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"DARDANUS" 14th June Shanghai & Hankow
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INWARD MAILS.

From	THURSDAY, JUNE 14.	Per
Shanghai and Amoy		Ning Po
Japan, Shanghai and Europe via Siberia		Kitano Maru
U.S.A., Honolulu, Japan and Shanghai		Pres. Hayes
Europe via Nagasaki (Letters and Papers)		Sui Sang
London, 17th May		Sunning
Shanghai and Swatow		President Pierce
U.S.A., Honolulu, Japan and Shanghai		Pres. Jackson
Manila		President Pierce
Japan		Tango Maru
Japan and Shanghai		General Metzinger
U.S.A., Honolulu, Japan and Shanghai		Korea Maru
THURSDAY, JUNE 21.		
Australia and Manila		Aki Maru
FRIDAY, JUNE 22.		
Shanghai		Ranpura
U.S.A., Canada, Japan and Shanghai		Pres. Taft

OUTWARD MAILS.

For	THURSDAY, JUNE 14.	Per
Saigon		Prosper 3.30 p.m.
Sam Shui and Wuchow		Anjou 4 p.m.
Manila, Australia and New Zealand		
via Thursday Island—due Thursday		
16th June. Parcels 5 p.m.		
Registration (June 15th) 9.45 a.m.		
Letters (June 15th) 10.30 a.m.		
FRIDAY, JUNE 15.		
Fort Bayard		Tai Pao Sek 1.30 p.m.
Swatow, Amoy and Foochow		Hai Ching 2 p.m.
Wei Hai Wei		Kueichow 2.30 p.m.
Haiphong		Tonkin 3.30 p.m.
Shanghai and Europe via Siberia		Szechuen 6 p.m.
Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt and Europe		
via Marseilles—due Marseilles, 16th July. K.P.O. Registration 4.30 p.m.		
Letters (June 16th) 9 a.m.		
G.P.O. Registration (June 16th) 8.45 a.m.		
Letters (June 16th) 9.30 a.m.		
SATURDAY, JUNE 16.		
Swatow		Kitano Maru 3.30 p.m.
Holhow, Pakhoi and Haiphong		Tan 5 p.m.
Manila		Pres. Hayes 5 p.m.
Amoy		Anking 5 p.m.
SUNDAY, JUNE 17.		
Bangkok via Swatow		Kalgan 9 a.m.

*Correspondence bearing vessels name only.

Printed and published for the proprietors, The Newspaper Enterprise, Ltd., by GEORGE WILLIAM CADE BURNETT, managing editor, at 3A, Wyndham Street, Hong Kong.

"LEFT," "RIGHT."

Shipping Conference's Approval.

INTERESTING CHANGE.

Words "Port" and "Starboard" to Be Substituted by "Left" and "Right."

London, Yesterday. The International Shipping Conference, attended by fourteen of the leading maritime nations, under the Presidency of Sir William Seager, President of the Chamber of Shipping, has approved the recommendation of the International Collision's Committee that the words "port" and "starboard" be substituted by "left" and "right" or their ordinary national equivalents.—Reuter.

LAICHEES.

WHY A HAWKER SAID HE WAS ARRESTED.

CONSTABLE'S POST.

Chinese constable, C364, this morning, charged a Chinese before Mr. R. E. Lindell, at the Central Magistracy, with hawking laichees without a licence, at the corner of Eastern-street and Des Voeux-road yesterday afternoon.

The defendant, while admitting that he did not have a licence, alleged that the constable arrested him "because he refused to give him some laichees."

Inspector Clark, in charge of No. 7 Police Station, told the Magistrate that there might be something in the accused's allegation, as the constable's post was at the corner of Wilmer-street and Des Voeux-road, and he had gone some 300 yards out of his post to arrest the accused.

Replying to the Magistrate, the constable admitted that he had been away from his post, but explained that he went to the corner of Eastern-street for some refreshments, and arrested the accused while there.

"HE MET A MAN."

ANCIENT EXCUSE GIVEN IN OPIUM HAWK CASE.

A "LOT OF MONEY."

For the unlawful possession of 3.6 tael of non-Government opium in Connaught-road West yesterday afternoon, a Chinese, who was charged by Revenue Officer Ward was this morning fined \$100 or six weeks' jail by Mr. R. E. Lindell, at the Central Magistracy.

The same officer charged another man with the unlawful possession of 20 taels of illicit opium in Connaught-road Central.

The accused said that he met a man and the latter gave him a parcel to carry, promising to give him \$1 or \$2 for his trouble. As he was poor, he accepted the job. He claimed, however, that he did not know that the packet contained opium.

The Magistrate remarked that the fact that he was offered such a small parcel should have led him to suspect that he was required to carry contraband.

Accused was fined \$1,000 or 4 months' hard labour.

The opium was ordered to be confiscated.

SNATCHING.

THIEF GETS SIX MONTHS' AND THE BIRCH.

When a young Chinese was charged at the Central Magistracy this morning, with snatching an ear-ring from a Chinese woman yesterday, he said that he committed the theft because he was hungry, having gone "without ten meals on a stretch."

The Magistrate said that that was not an excuse for robbing a woman. The police, who stated that the woman's ear was not injured, did not have anything against the accused on their records. Sentence of six months' hard labour and 12 strokes of the birch was passed.

THE "ITALIA."

Complete Account of the Disaster.

THRILLING STORY.

General Nobile Tells of the Airship's Plight.

Rome, Yesterday. The first complete account of the disaster to the "Italia" has been received by wireless by the "Citta de Milano," which has re-established perfect communication with the "Italia." The message gives the position of General Nobile's party on the evening of June 12 as Lat. 80.38 North Long 26.55 East.

Hit Pack-Ice. General Nobile states that at 10.30 a.m. on May 25 they were flying smoothly at an altitude of 500 metres when suddenly they became heavy and descended rapidly. They hit the ice-pack within two minutes, and the cabin and part of the upper steelwork broke away. The airship herself carried eastwards. The occupants of the cabin which was smashed miraculously escaped with their lives.

General Nobile adds that only a minute after the crash he and his comrades shouted passionately "Long live Italy." The bulk of the cabin equipment is intact.

The report continues, on the evening of May 30, Commandants Maritano and Zoppi and the Swedish scientist Malmgren started from seven miles north-east of Foy Island to North Cape, taking food supplies. They expected to proceed six miles a day.

General Nobile's party consists of the Czech-Slovak scientist, Behounek, the Naval Lieutenant, Vigliani, the engineer, Troiani, the chief technician, Cecioni, and the wireless operator, Biagi.

The remainder of the crew with the airship are believed to have provisions for at least three months, and also complete equipment.

Injured Men.

General Nobile's party includes two injured men, of whom one is already convalescent, while the other is injured in the leg beneath the knee but will recover shortly. The ice where Nobile's party are is somewhat hummocky, but lanes are sometimes appearing.

Off To The Rescue.

Pisa, Yesterday. A big Dornier-Wal seaplane has left here, bound for Spitzbergen to rescue the Italia's crew.—Reuter.

Amundsen's Efforts.

Oslo, Yesterday. Amundsen has abandoned the plan for organising an expedition to the "Italia," as his American friends only desired to take such steps if requested by a Government.

Amundsen declared that more progress was now being made in the preparation of relief expeditions. It would be lamentable if the work were not taken in hand immediately.—Reuter.

Drifting On Ice. King's Bay, Yesterday.

General Nobile is drifting to the north-west on ice. It is not yet possible to establish contact with those who drifted with the "Italia" and their fate is unknown.

The steamer "Braganza" reports much difficulty to get eastwards owing to the pack ice to the east of North Cape.

Polar Bears!

Lieut. Luetzow, Holm and his mechanic, when held up at Brandy Bay recently, were visited by polar bears, apparently attracted by the smell of their reindeer skin and sleeping-bags and the airman were compelled to watch all night long against the bears.—Reuter.

BRITISH TRADE.

GENERAL INCREASES FOR MAY.

London, Yesterday. The Board of trade returns for May show imports of \$99,411,920 sterling, being an increase of \$3,615,083 on April, and exports of \$58,554,476, an increase of \$3,286,508.—Reuter.

TO-DAY'S DOLLAR.

The clearing rate of the dollar on demand, to-day was 2/0 7/16.

URNS TURTLE.

Danish Airmen's Disaster.

TRAGIC AFFAIR.

Fall Over Densely Populated Streets: Bodies Unrecognisable.

Copenhagen, Yesterday. A naval monoplane with a pilot and two cadets, turned turtle in mid-air over densely populated streets.

The occupants fell out without parachutes at a height of 500 feet. One crashed into the street and the others on roof-tops.

The bodies were unrecognisable. The plane, after razing chimneys and trees, crashed, with the engine still running, into a children's playground which had just been vacated owing to a heavy shower.—Reuter.

BIG FIGHTS.

CAPTAIN COURTNEY'S LATEST VENTURE.

Pisa, Yesterday. The British airman, Captain Courtney, accompanied by an engineer, a wireless operator and a passenger, has departed for Lisbon on the first stage of a two-way Trans-Atlantic flight aboard a "Dornier Napier" flying boat.

The machine is equipped with a wireless direction finder and a complete receiving and transmitting apparatus. Captain Courtney will proceed via the Azores and return directly from Canada to England non-stop.

"Princess Xenia" Experiences Engine Trouble.

Bushire, Yesterday. The "Princess Xenia," in which Capt. C. D. Barnard and Flying Officer E. H. Elliott, with the Duchess of Bedford as passenger, are flying to India, arrived here yesterday. They took off this morning, but returned immediately owing to serious engine trouble. It is not known how long they will be delayed.—Reuter.

Arrives at Lisbon.

Lisbon, Yesterday. Courtney has arrived here.—Reuter.

"Slight."

A British Wireless message, of yesterday's date says: A message from Bushire states that slight engine trouble is preventing the aeroplane "Princess Xenia," in which the Duchess of Bedford and Captain Barnard are flying to India from resuming the flight to Karachi. It is feared that the fliers will not be able to leave Bushire to-day.

"TELL NO TALES."

ALLEGED RASH STATEMENT OF TRADE UNIONIST.

Sydney, Yesterday. The well-known Trade Unionist, "Jock" Garden, has been arrested under the State Crimes Act on a charge of wilfully inciting to murder. This is the result of a speech relating to the marine cooks' strike.

Garden is alleged to have said "if scab cooks man the vessels, our tactics may change. We may supply union men, even though there are scabs aboard. Scabs will not be good sailors, and they will have to go to the railings occasionally. They may lose their balance, in which case the sea is deep, and dead men tell no tales."—Reuter.

VETERAN PEER.

MARQUIS OF LINCOLNSHIRE PASSES AWAY.

London, Yesterday. The death is announced of the Marquis of Lincolnshire at the age of 85.—Reuter.

[The late Marquis (Charles Robert Wynn-Carrington, K.G., P.C., G.C.M.G.) had a distinguished career, both at home and in the colonies. He was Governor of New South Wales for five years, from 1885 to 1890. Returning to England, he became Lord Chamberlain of the Household, and later President of the Board of Agriculture, from 1905 to 1911, when the office of Lord Privy Seal was bestowed upon him. He had been Lord Lieutenant of Buckinghamshire since 1915.]



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